City of Hollister
Development Services
Planning Division
375 Fifth Street, Hollister, CA 95023 Ph (831) 636-4360 Fax (831) 636-4364

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR SITE AND ARCHITECTURAL APPLICATION 2010-5, MINOR SUBDIVISION APPLICATION 2010-1 AND CONDITIONAL USE PERMIT 2010-4 (HOLLISTER FAMILY APARTMENTS)

PUBLIC REVIEW PERIOD: November 4, 2010 to December 4, 2010

This notice advises the public that the City of Hollister (City) Development Services Department intends to adopt a Mitigated Negative Declaration (MND) for Site and Architectural Application 2010-5, Minor Subdivision Application 2010-1, and Conditional Use Permit 2010-4.

PROJECT SPONSOR: Pacific West Communities, Inc.

PROJECT DESCRIPTION AND LOCATION:

Pacific West Communities, Inc. is requesting approval of a Site and Architectural Review 2010-5 for the construction of 64 low-income apartment units, one manager's unit, and one community building consisting of a total of four buildings on a 3.83 acre site. Minor Subdivision 2010-1 is a request to split an eight-acre site into two lots consisting of 3.83 acres and 4.00 acres, and dedication of 0.17 acres for a cul-de-sac at 1480 San Juan Road (San Benito County Assessor's Parcel 052-090-043). The development of the 4.0 acre lot is speculative at this time. Conditional Use Permit 2010-3 is a request to allow a waiver to the minimum density requirement for an affordable housing project. The General Plan designation for the project site is West Gateway Mixed Use with a density range of 20 to 35 units per acre.

DETERMINATION:

Based on the findings of the Initial Study, the City has determined that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. A Mitigated Negative Declaration has been prepared.

PUBLIC REVIEW:

The Initial Study and proposed Mitigated Negative Declaration (IS/MND) for the Proposed Project are available for public review at the following locations:

City of Hollister, City Hall 375 Fifth Street Hollister, CA 95023 (831) 636-4340	City of Hollister, Development Services Department 420 Hill Street Hollister, CA 95023 (831) 636-4360	San Benito County Free Library 470 Fifth Street Hollister, California 95023 (831) 636-4107

The IS and proposed MND are also available for public review online at: **http://hollister.ca.gov**

CONTACT: Written comments concerning the IS/MND should be received by 5:00 p.m. on **DAY, December 4, 2010**. Please address comments or questions to:

City of Hollister, Development Services Department
c/o: Abraham Prado, Assistant Planner
375 Fifth St.
Hollister, California 95023
(831) 636-4340
(831) 636-4349 fax
abraham.prado@hollister.ca.gov

MANDATORY FINDING OF SIGNIFICANCE

The applicant has agreed to revisions to the projects plans and mitigation measures to ensure that all potentially significant environmental effects will be mitigated to a less-than significant level. With the adoption of the proposed mitigation measures, no significant adverse environmental effects will occur. Therefore, there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

MITIGATION AGREEMENT
SITE AND ARCHITECTURAL REVIEW 2010-5/MINOR SUBDIVISION 2010-1/CONDITIONAL USE PERMIT 2010-4
(PACIFIC WEST PROPERTIES/HOLLISTER FAMILY APARTMENTS)

III-1 The project sponsor shall implement the following MBUAPCD-recommended Best Construction Practices (BCPs) during all phases of construction, as determined necessary by the City of Hollister Planning Division and Building Division to minimize dust generation:

- Water all active construction areas at least twice daily. Frequency shall be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Sweep streets if visible soil material is carried out from the construction site.

- Post a publicly visible sign, which includes the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within two hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be included on the sign to ensure compliance with Rule 402 (Nuisance).

V -1 As a condition of project approval, during construction activities, if any human remains, paleontological resources (i.e., fossils) or prehistoric or historic artifacts, or other indications of archaeological resources are found, all work in the immediate vicinity must stop and the City of Hollister Planning Division shall be immediately notified. The following procedures shall be followed depending on the type of cultural resource:

a) Human Remains: the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) shall be followed.

b) Paleontological Resources: A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the applicant shall consider the mitigation recommendations of the qualified paleontologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation or other appropriate measures.

c) Archeological Resources: An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered cultural resources. The City and the applicant shall consider the mitigation recommendations of the qualified archaeologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery or other appropriate measures.

VI – 1. The following condition shall be placed on the proposed S&A 2010-5 and any future development on lot 2 of MS 2010-1: Prior to issuance of a building permit or approval of plans for grading, drainage or erosion control on the project site, the project sponsor shall prepare a Geotechnical Soils Report with engineering recommendations to minimize impacts from seismic induced ground shaking, liquefaction, erosion, and soil expansion or contraction for all structures, utilities and paved surfaces. The recommendations from the report shall be incorporated into the improvements plans for grading, drainage, building foundations and plans, paving and erosion control. Prior to obtaining approvals for building permits and improvement plans the City of Hollister Engineering and Building Departments will review the plans for compliance with recommendations in the geotechnical report. [Engineering Department, Building Department]

VII-1 The proposed project shall be required to implement Best-Available Mitigation Measures for the control of emissions generated by off-road construction equipment, as recommended by the MBUAPCD at the time development is proposed. Such measures may include the use of low emission construction vehicles and use of emission reduction devices and alternative fuels. Idling of construction equipment for periods of greater than five minutes when not in use would be prohibited.

VII-2 The Applicant shall implement measures sufficient to increase building insulation and energy efficiency beyond that required for compliance with California Title 24 energy-efficiency requirements, and that the most current recommended measures are implemented to reduce energy-usage demands. Such measures may include, but would not necessarily be limited to, incorporation of increased building insulation features, use of alternative renewable energy sources (e.g., solar panels and water heating); as well as the installation of energy-efficient (e.g., Energy-Star rated) building components, appliances, and heating/cooling equipment.

IX-1 Prior to issuance of any grading or building permits for proposed S&A 2009-11 and future development on lot 2, the applicant shall submit a Stormwater Pollution and Prevention Program (SWPPP) to the City of Hollister Planning Division and Engineering Division. The SWPPP shall comply with all applicable requirements of Section 17.16.140 of the Hollister Municipal Code. The SWPPP shall be implemented prior to commencement of construction, and shall be continuously maintained through the duration of construction for each phase of the project.

IX-2 Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering Department a revised grading and landscape plan, which complies with Chapter 15.14 Grading and Best Management Practice Control of the Hollister Municipal Code. Low Impact Development (LID) strategies shall be considered and incorporated as part of site planning and design as appropriately feasible. The revised grading and landscape land shall incorporate a temporary AC berm and a combination of methods to reduce the post-development storm water runoff flow rate and volumes such that storm water from the site is no greater than pre-development storm water runoff flow-rate and volumes. The methods shall include, but are not limited to, vegetative swales in landscape areas, directing drainage form roof gutters and condensers to landscape areas, permeable paving in pedestrian areas and other strategies.

IX-3 A condition shall be placed on all tentative maps, site and architectural review or conditional use permit on the project site that requires all drainage from roof gutters and liquid from condensers to be directed to rain gardens, cisterns, vegetative swales and landscape areas and verification to occur prior to Final Occupancy Inspection of all structures.

IX-4 A condition shall be placed on the proposed project that only City-approved water conditioning systems that can be regenerated offsite and will not discharge waste or waste products into the City's sewage system shall be installed in residences. A final occupancy shall not be granted for any building with a water conditional system unless the Building Inspector can verify installation of an authorized water conditioning system.

XII-1 During all phases of construction, the project applicant shall adhere to the following requirements for construction activities with respect to hours of operation and idling and muffling of internal combustion engines:

a. Noise-generating construction activities shall be limited to the hours between 7 a.m. to 7 p.m., and shall be prohibited on Sundays and federally-recognized holidays.

b. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

c. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

XII-2 The following conditions shall be placed on S&A 2010-5

a. Noise-generating landscape and facility maintenance activities shall be limited to the hours of 7:00 am to 7:00 pm, Monday through Saturday.

b. Hours of use shall be posted at the community pool and nearby picnic area of 8:00 a.m. to 10:00 p.m.

c. Pool equipment shall be placed to minimize off-hour noise to residences on and off-site.

XIV-1 A condition shall be placed on MS 2010-1 that requires: prior to recordation of the parcel map, the applicant shall cooperate with the City to facilitate the annexation of the entire project to the Lighting and Landscaping District No. 93-1 and Community Facilities District No. 2 for any residential development. Such cooperation shall include, but not be limited to, executing and filing with the City Clerk, in a form acceptable to the City Attorney, any approval, consent or waiver requested by the City in order to expedite the inclusion of the subdivision in such a district.

XVI-1 Prior to approval of Site and Architectural Review 2010-5 the following revisions shall be incorporated into the site plan and the landscape plan to assure that the project complies with standards in section 17.18.030 A of the Zoning Ordinance:

1. The site plan shall be revised to incorporate a pedestrian crossing between the northwest parking area and the north entrance to Building D and the west parking area and the west entrance to Building D vibration free differential paving (no paint).
2. The site plan shall be revised to provide additional benches or raised planters with seating at the front and back entrances to each building, the tot lot and the entrance to the project from Miller road.

XVI-2 The City of Hollister Engineering Department shall monitor the interaction between the intersections of Miller Road/San Juan Road and Miller Road/project-Quick Stop driveway. If the Engineering Department determines that traffic queuing at the southbound approach to San Juan Road from Miller Road obstructs ingress and egress from the project-Quick Stop driveway, the City of Hollister will do the following:

1. Paint the curb red between the project-Quick Stop driveway and San Juan Road and

post a No Parking Sign

2. Stripe right and left turn lanes are the southbound intersection approach to Miller/San Juan Road.

XVI-3

a. The improvement plans for Site and Architectural Review 2010-5 shall be designed to provide secondary access at a location and with a design that is acceptable to the City of Hollister and Fire Departments. The location and design shall be reviewed and accepted by the City prior to the issuance of an improvement plan or grading plan for the project.

b. The gated egress from the west project parking lot shall be designed to inhibit unsafe left turns onto San Juan Road. A 'No Left-turn' sign shall be posted at the project exit to San Juan Road. The design features to deter left-turn movements and/if necessary to provide emergency access to the project shall be reviewed and accepted by the City of Hollister Fire and Engineering Departments prior to issuance of a grading permit or improvement plan for the project.

Initial Study

1. **Project File:** Site and Architectural Review 2010-5, Minor Subdivision 2010-1, and Conditional Use Permit 2010-4

2. **Project Location**: The property is located near the west entrance to the City of Hollister on the north side of San Juan Hollister Road between Graf Road and Miller Avenue. The property is more specifically described as San Benito County Assessor's Parcel 052-090-043. (See Attachments 1 & 2)

3. **Project Description:**

Minor Subdivision 2010-1: Minor Subdivision 2010-1 is a request to subdivide an eight acre parcel into two lots. Lot 1 would be 3.83 acres. Lot 2 would be four acres (see Attachment 3). The applicant proposes to dedicate 0.17 acres to establish a cul-de-sac at the end of Gonzalez Drive. Lot 1 is the proposed development area for Site and Architectural Review 2010-5. There are no plans for development of the second parcel at this time. Gonzalez Drive is proposed to be extended as a cul-de-sac into the project site as a public street but will not be used for vehicular access to the development.

Conditional Use Permit 2010-4: Conditional Use Permit 2010-4 is a request to allow a waiver to the minimum density requirement for an affordable housing project. The proposed development density is 17 units per acre. The West Gateway zoning district requires a minimum development density of 20 units per acre. The City Council has approved a zoning ordinance amendment that would allow a reduction to the minimum development density for 100% affordable housing projects with the exception of a manager's unit.

Site and Architectural Review 2010-5. Site and Architectural Review 2010-5 is a request to construct 64 low-income rental apartments and one manager's unit on the eastern 3.83 acres of the eight-acre project site. The site plan included as Attachment 4 illustrates three apartment buildings and a community building.

Primary access to the site is proposed from an existing shared driveway on Miller Road that also provides access to a convenience store and gas station located at the northwest corner of Miller and San Juan Roads. The driveway will be a shared access easement with Quick Stop Food and Gas. The applicant is proposing to widen the driveway to the north to establish a separate vehicular entrance for residents to the apartment complex. A gated right-turn only exit/emergency access gate is proposed to be placed on the San Juan Road frontage from the west parking lot located west of Building D. Gonzalez Drive is proposed to extend as a cul-de-sac into the project site but a decorative wrought iron fence is proposed and no vehicular access is proposed.

All proposed apartments would have an outside deck or ground floor patio accessed from the living room. The private open space areas will have two small-enclosed areas on each deck/patio one for storage (18 sq. ft.) and another for a water heater (21 sq. ft.). The deck/patio comprises about 100 sq. ft. with a central 9' x 9' (81 sq. ft.) outdoor use area.

All apartment buildings would include a stucco façade with 'California Mission Blend'

Spanish tile roofing. The proposed roof line on the Community Building would be a combination of sloped tile on the first floor and a flat roof on the second floor. All buildings would have white vinyl windows with wood shutters or wood trellises as an accent on each elevation.

The buildings would be painted with a variety of colors in the southwest hue. One of the primary base colors on most buildings would be Sherwin Williams "Chrysanthemum". A combination of accent colors proposed include Sherwin Williams "June Day", "Softened Green" and "Tangerine". Wood shutters, trellises and stucco moldings are proposed to be painted Sherwin Williams "Muslin".

Building type D: This building would be placed on the southwest area of the proposed development about 90 feet from the north property line and 18 feet from San Juan Road. Building type D would include two (2) four-bedroom units, twenty-two (22) three-bedroom units and ten (10) two bedroom units. Building type D has a total footprint of approximately 19,615 square feet.

The proposed "U" shaped building complex would face San Juan Road with a central courtyard. Building D consists of three areas that would be connected by breezeways. The two building sections oriented north to south will step down to the south towards San Juan Road from 3 stories to 2 stories. The third building section would be oriented east to west. Each segment would be between 170 and 172 feet long. The three story building type D would have a height of thirty-nine feet and three inches (39'-3") to the top of the roof. The two story buildings on building type D would have a height of approximately twenty-four (24 feet).

The courtyard area would include a tot lot area measuring approximately 2,100 square feet (35'W x 60'L), and one table with two benches. The courtyard area's width varies from forty-three (43) feet to up to sixty-four (64) feet since the building on each side provides recessed features. The courtyard area measures approximately one hundred and twenty-five (125) feet in length.

Building type E: This building would be oriented diagonally on the southern area of the project site towards San Juan Road. Building type E would include four (4) four-bedroom units, twelve (12) three bedroom units and eight (8) two bedroom units. Building type E has an approximately 16,391 square foot-building footprint.

The building would be tiered with two and three story sections. It would have three stories facing San Juan Road and step down to two stories to the east and northwest. The three-story section of building type E would have a height of thirty-six feet and one inches (36'-1") to the top of the roof. The two story sections on building type E would have a height of approximately twenty-four (24 feet).

Building type F: This proposed building would be placed on the northeast section of the project site near Miller Road. Building type F would include a total of eight (8) two bedroom units on an approximately 7,939 square foot building footprint.

The building would be two stories tall with a height of twenty-four feet and nine inches (24'-9") and would have a small central courtyard facing the project driveway. The first story would have a twenty (20) foot setback to the existing residential development to the north and 20 foot setback to the east property line. The second story would be recessed and setback 66 feet from the residences to the north. The decks on the second floor would face the south toward San Juan Road.

Building type G (Community building): This proposed two-story community center would be placed between building type D and building type E on the south area of the project site-facing San Juan Road. The building would be set back approximately 20 feet from San Juan Road. The first story would include an exercise room, laundry room, kitchen, computer room, office, closet, and two bathrooms. The second story would include the manager's quarters with a living room, kitchen with dinning room, 3 bedrooms, 2 bathrooms, and a deck.

Pool/Picnic Area: A roughly 1,900 square foot fenced swimming pool would be located to the north of the community building. There will be an exterior shower room attached to the first floor of the community center on the north elevation facing the swimming pool. A roughly 700 square foot Bar-B-Que area with covered picnic tables is proposed between the pool and a second tot lot.

Common Areas: The applicant is proposing to provide about 11,860 square feet of common open space with a multi-purpose community building, swimming pool, one picnic area, two tot lots and a courtyard. Turf areas will provide additional common area.

Parking. The site plan includes one hundred and thirty nine off-street parking spaces and five ADA accessible spaces with ten (10) lighted carports covering more than one half of the residential parking on-site.

Fencing: Four pedestrian gated entrances are proposed from San Juan Road including one at the southwest corner of Building D, another between Building D and the Community Center, another at the east side of the Community Center and another near the east side of Building E. The site plan includes a six-foot tall masonry screen wall along the north property line and around the Quick Stop Food and Gas market at the southeast corner of the site. Decorative wrought iron fencing with six-foot tall masonry columns is proposed along the west, south, and east property lines and along the Gonzalez Drive cul-de-sac extension. The fencing is proposed to be recessed along San Juan Road closer to the buildings.

Landscape. The submitted Landscape Plan illustrates landscape & open space coverage at twenty-five point thirty four (25.34) percent of the project site. There will be fourteen (14) Japanese Sawleaf Zelkova Trees along San Juan Road. There will be five (5) Chinese Evergreen Elm and two Raywood Ash trees along the west property line of the project site. There will be four Raywood Ash trees, eight Chinese Evergreen

Elm and two flowering plum trees along the north property line of the project site. There will be eleven (11) London Plane Trees throughout the parking lot providing shade for the parking lot area. There will be Chitalpa Trees, Flowering Pears, California Fan Palms and Raywood Ash in close proximity to the community center. There will be a Flowering Plum Tree along with some groundcover in close proximity to the monument sign near Miller Road. The landscape would also include shrubs, perennials, vines, sod lawn and ground cover. The ground cover would consist of Achillea millefollum, Cotoneaster, Sedum acre-Goldmoss Sedum, Myoporum parvifollum, Trachelospermum Jaminoldes, Rosmarinus, Rubus Calychinoides, and Vinca minor.

Monument Sign: A lighted monument sign is proposed for the project site near Miller Road. The sign is proposed with a natural stone base "river rock" style or equal. The sign would be made out of weathered cedar distressed wood. The face of the sign would read "Hollister Family Apartments" and will include site address information, a metal placard showing telephone numbers, an accessible design logo on the bottom left hand side of the sign and a fair housing logo on the bottom right hand side of the sign. The sign is proposed to be illuminated and the size of the sign is not called out.

4. **General Plan Designation**: West Gateway [1] **5. Zoning**: West Gateway Mixed Use [3]

6. **Environmental Setting Surrounding Land Uses :** The project is located near the west entrance to Hollister. San Juan Road, an 85 foot wide four east-west local road that was formerly State Highway 156 defines the south property line. The project area is transitioning from highway commercial and industrial uses that were allowed in the previous General Plan to the vision in the 2005-2023 General Plan. A West Gateway Special Planning area has replaced the highway commercial and industrial uses with a plan for mixed use development.

The eight acre project site is a rectangular lot except where it surrounds a convenience store and gas station at the northwest corner of the Miller Road San Juan Road. The topography of the site is generally flat. The majority of the site has been cleared of vegetation except for ornamental landscaping that surrounds a single family residence fronting San Juan Road. The parcel is an infill lot on the north side of San Juan Road. Single family homes border the site to the west and north. A neighborhood commercial shopping center is located to the east. Land uses on the south side of San Juan Road are mixed to some extent and reflect uses allowed in a previous General Plan. The land directly south of the proposed apartment complex is substantially vacant. A gas station and industrial uses are located across from the proposed second parcel on the western portion of the project site.

The project site is located outside of know hazard areas. The 100 year flood plain for the San Benito River is located about one quarter mile to the west. [6] The main branch of the Calaveras fault traverses over one half mile to the east. [7] The Hollister Municipal Airport is located over two miles to the north of the project site. The property is outside of all safety zones in the Hollister Municipal Airport Comprehensive Land

Use Plan.[12]

The project site is identified as 'Urban Built up Land' on the California Department of Conservation Important Farmlands Map. [10]

7. **Project sponsor's name and address:** Pacific West Communities Inc., an Idaho corporation, 430 East State Street, Suite 100, Eagle, Idaho 83616

DETERMINATION

On the basis of this initial study:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature

11/3/2010
Date

Name of Preparer: M. Abraham Prado, City of Hollister
City of Hollister
375 Fifth Street
Hollister, CA 95023
(831) 636-4360 Fax (831) 636-4364

INITIAL STUDY

I. AESTHETICS– Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?			x	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			x	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			x	
d) Create a new source of substantial light or glare which would adversely affect day or night time views in the area:			x	

Findings:

The City of Hollister lies near the southern end of the broad alluvial plain formed by the San Benito River and is surrounded on three sides by mountainous terrain, and is situated at the focal point of a basin formed by Gabilan Mountains to the south and west, and by the Diablo Range to the east. These mountain ranges provide a rugged, natural backdrop to the highly modified landscape along the plain that is a patchwork of agricultural activity and suburban development. In addition to the distant rim of the Coastal Mountains, the city is ringed by gentle foothills to the east, south and west. To the west of the project site is the San Benito River.

I. a,b.c) The project site is located in the City of Hollister General Plan West Gateway Special Planning Area and is not visible from a state scenic highway. San Juan Road is the main vehicular corridor through the West Gateway special plan area and was formerly part of State Highway 156. Today this corridor of San Juan Road includes mixture of land uses from the former state highway, industrial uses that were allowed in the previous General Plan, a neighborhood commercial center and remnants of abandoned farmland. Some of these areas are visually blighted. The view to the north of the project site backs up to the side and rear yard of single-family housing that is partially hidden by fences except at the terminus of Gonzalez and San Lorenzo Drives.

The vision in the City of Hollister General Plan West Gateway Special Planning area is to establish an attractive western entrance to the city with a combination of commercial uses, medium to high density housing, a plaza and entry features that replaces some blighted or vacant properties with mixed uses. The General Plan states that new development in this area should have a unified theme that reflects the history of Hollister while being visually distinct from downtown Hollister. There is a large Hispanic population in the residential neighborhoods located near the West Gateway. This heritage is reflected in the Spanish and Mediterranean style of architecture that has been established by some of the more recent development in the West Gateway including new façade improvements at a commercial center to the east side of Miller Road, the San Benito Health Foundation Building and the recently approved apartments near Westside Boulevard.

As noted in the Project Description, the proposed apartments and community center have been designed with similar architectural elements and color schemes. All building would be painted with a combination for four to six colors that would be varied by projections in the elevations, and floors.

Chapter 17.08 of the Hollister Municipal Code includes standards for mixed use development and supplemental standards for the West Gateway zoning district. The massing, siting and appearance of the proposed project will be highly visible on San Juan Road because the terrain is relatively flat and the remaining four acres of the project site is substantially vacant. If the project is not carefully designed, it could result in significant visual impact and conflict with in the West Gateway Special Planning Area and standards in Section 17.08 of the Hollister Municipal Code for Mixed Development and the West Gateway zoning district.

Siting of structures: The site plan complies with the requirement to orient structures and building entrances along street frontages of the site with parking in the rear or in limited circumstances to the side of the property in section 17.08.080 A.1. Mixed Use standards of the zoning ordinance. The site plan orients Buildings D, E and the Community Center toward San Juan Road. The buildings would be clustered together and linked by gathering areas (two tot lots, swimming pool).

Mass and scale and Design Elements. Mixed use standards and General Plan policy **LU11.2 Unique Design Elements** calls for the mass and scale of new development to be compatible with neighborhood developments. The West Gateway Special Planning Area of the General Plan encourages three story buildings to step down to the north and south. The mixed use zoning ordinance standards require second floors to be stepped back, particularly in the West Gateway zoning district unless the project includes window treatments, entry placement and façade relief and other architectural treatments to provide a human scale in the streetscape and avoiding a monolithic street façade.

The proposed buildings would have stepped back second and third floors and there would be windows and decks facing San Juan Road. The buildings have also been oriented to break up the mass of the structures with a combination of window treatments, paint, and

varied stepped elevations and variable building forms. These elements of the building elevations are consistent with the General Plan and city standards

Open Space: The proposed project provides a combination of open space uses on the interior of the lot including a swimming pool, picnic areas and tot lots which complies with city standards. The proposed fencing in front of Building D, E and the Community Building along San Juan Road would be recessed with landscaped turf between the fence and the sidewalk and would comply with city standards.

d.) As indicated in the project description, Buildings D and E are three-story buildings but would be set back a minimum distance of 90-feet from existing residences to the north and would not obstruct solar access. The proposed 25 foot +/- high two-story Building F would be setback 20 feet from residences to the north. The second story would be recessed and setback 66 feet from the homes and the decks would face to the south toward San Juan Road. These aspects of the design avoid loss of solar access, glare and provide more privacy for residents of the development and to the north. The orientation and the proposed setbacks of the project will minimize light intrusion onto adjacent properties from interior and exterior lighting sources for the building. In addition, proposed lighting shall be consistent with General Plan Policy LU.J of the General Plan in order to minimize light trespass and greater overall light levels in the city [General Plan, page 4.7-1 through 2.47]. The impact would be insignificant.

II. AGRICULTURAL RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use:				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X

d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Findings:
a-c) **No Impact.** See previous Sections II. A (Project Description) and B (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

Mitigations: None Required

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X

Findings:

The potential air quality impacts of the proposed project are analyzed in this section including short-term construction related impacts and long-term operation impacts. The analysis is based on the URBEMIS 2007 v 9.24 air pollutant emissions analysis prepared by PMC January 14, 2010 which is hereby incorporated by reference into this initial study. [15]

The project site is located within the North Central Coast Air Basin (NCCAB) and is subject to the air quality standards of significance established by the Monterey Bay

Unified Air Pollution Control District (MBUAPCD). According to the 2008 Air Quality Management Plan, the air basin is non-attainment (i.e. currently exceeds) for state air quality standards for Ozone O3 and for inhalable particulates (PM10). During the 2006 to 2008 air quality monitoring period, however, the Hollister area monitoring station reported that only the Ozone standard of 0.070 parts per million (ppm) was exceeded, by 0.006 ppm.

III a) The MBUAPCD develops and administers the Air Quality Management Plan (AQMP) for the North Central Coast Air Basin. A project would be considered to be in conflict with or obstruct implementation of the AQMP if the project would be inconsistent with air pollution emission inventories within the plan. Emission inventories are projected based on the population growth estimates prepared by the Association of Monterey Bay Area Governments (AMBAG) and the projected vehicle miles traveled within the region.

AMBAG population estimates are based upon on General Plan population densities for the region. Because the project is consistent with the City of Hollister General Plan, the air emissions of the project have been accounted for in the AQMP. The project, therefore, would not conflict with or obstruct the implementation of the Air Quality Management Plan. **No impact** is anticipated.

III b-d) Implementation of the proposed project would result in impacts to air quality during the construction phase as well as operational phase of the development. Potential impacts associated with each phase are discussed below.

Short Term (Construction) Impacts

Construction activities could occur for the development on lot 1 of MS 2010-1 with the proposed 65 apartment units (S&A 2010-5) and the construction of the cul-de-sac on Gonzalez Drive in the near term. Over the long term, there would be construction impacts from build-out of lot 2 of the minor subdivision but at this time the timing is unknown. The short term construction activities could contribute to localized increases in PM_{10} (i.e., dust) concentrations that exceed air district standards within the immediately surrounding residential area to the north and west, commercial uses to the east and mixed land uses south of San Juan Road. This would be considered a **potentially significant impact**.

The MBUAPCD has established the following thresholds of significance for project construction-generated PM10:

Daily construction emission limit:	82 lbs/day
Area under construction disturbance	
Minimal earthmoving:	8.1 acres/day
Extensive earthmoving:	2.2 acres/day

The following table summarizes the pounds per day of PM10 estimated for the construction of Lot 1 from MS 2010-5 with the 65 apartments proposed for S&A 2010-5

and future development of Lot 2 with three development scenarios – commercial only, residential only and mixed use. As indicated in the table, development scenario of the project is anticipated to exceed the 82 lbs/day impact threshold.

TABLE 1
Construction Emissions

Development Scenario	PM_{10} (pounds per day) unmitigated	PM_{10} (pounds per day) - mitigated	Monterey Bay Unified Air Pollution Control District Threshold of Significant
Lot 1 /S&A 2010-5 65 apartments	22.82	7.36	82
Lot 2 (four acres)			
Commercial only	22.66	8.95	82
Residential only	22.82	7.36	28
Mixed Use	20.65	6.74	28

Source: PMC, 2009; URBEMIS 2007 v.9.2.4

Because the project site is vacant and relatively flat, minimal earth moving is anticipated to occur. Therefore, the 8.1 acre-per day construction area impact threshold is applicable to the project. Because development of lots 1 and 2 are expected to occur at different phases, each lot would be less than 8.1 acres, this threshold would not be exceeded. While these established thresholds would not be exceeded, there is still the potential for construction dust emissions to have a negative impact on existing surrounding uses.

Section 17.16.040 of the Zoning Code requires construction activities to minimize dust or dirt emissions beyond the project boundary, through implementation of the following measures:

A. [Implementation of an] erosion and control plan per City Engineering Standards;
C. Water graded areas as often as necessary or hydro seed and install a temporary irrigation system, subject to approval of the Director; and
D. Revegetate graded areas as soon as possible to minimize dust and erosion.

Mitigation Measure III- will ensure PM10 emissions associated with the project will remain less than significant, as well as ensure the requirements of Section 17.16.040 are appropriately implemented.

Long Term (Operational) Impacts

Long-term operational air quality impacts from the project would result from the increased operation of motor vehicles used by residents of the project, vehicle trips associated with the proposed commercial use, as well as indirect emissions through power consumption. The air quality impact analysis evaluated the near term impacts for the development of lot 1 with a proposed 65 apartment units for S&A 2010-5. Development of lot 2 is speculative and three scenarios were evaluated for the proposed in the mixed use zoning district t- residential only (same as Lot 1), commercial only and mixed use. The air district has established the following thresholds of significance for project operational air quality impacts:

ROG and NOx: 137 lbs/day
PM_{10}: 82 lbs/day

Table 2 summarizes the estimated operational emissions of these pollutants for near term and long-term buildout of the project.

Buildout of lot 1: The impact from build-out of the proposed S&A 2010-5 apartments on Lot 1 would not result in operational air pollutant emissions that exceed the thresholds established by the MBUAPCD, a **less than significant impact** is anticipated.

Buildout of lots and 2

Residential Lots 1 and 2. Development of lots 1 and 2 with apartments only would not result in operational air pollutant emissions that exceed the threshold established by the MBUAPCD; a **less than significant impact** is anticipated.

Residential Lot 1 – Commercial Lot 2
Buildout of lot 2 with all commercial land uses with a worst case analysis with 100% lot coverage of the four acres would exceed the MBUAPCD's significance thresholds for ROG, NOx and PM10 emissions. The impact is potentially significant however; it is reasonably foreseeable that a smaller scale development would occur based on development trends in the project area and the City of Hollister. For this reason, a scenario with the four acre Lot 2 developed with an 87,100 square foot commercial building with 50% lot coverage was evaluated. The, combined developments with 50% lot coverage would not result in operational air pollutant emissions that exceed the threshold established by the MBUAPCD, a less than significant impact is anticipated.

Residential Lot 1 – Mixed Use Lot 2
Buildout of lot 2 with mixed use land uses would slightly exceed the MBUAPCD's significance thresholds for ROG, NOx and PM10 emissions assuming maximum buildout with 60 apartments on two acres and an 87,100 square foot supermarket with 100% lot coverage on the remaining two acres. A modified buildout includes 60 apartments on two acres with a 43,550 square foot supermarket. With this scenario, the combined developments would not result in operational air pollutant emissions that exceed the

threshold established by the MBUAPCD, a less than significant impact is anticipated. *CO Concentrations at Nearby Intersections:*

TABLE 2
LONG-TERM EMISSIONS: OPERATIONAL IMPACTS (POUNDS PER DAY)

Development Scenario	Ozone		PM_{10}
	ROG	NO_x	
Buildout of Lot 1 only			
Lot 1 65 unit apartment complex			
Summer emission	8.56	7.58	6.99
Winter Emissions	9.10	9.15	6.98
Buildout of Lots 1 and 2			
Lot 2 – 65 apartments			
Summer emission	17.12	15.16	13.98
Winter Emissions	18.2	18.3	13.96
Buildout of Lots 1 and 2			
Lot 2 – commercial 100% coverage (174,200 sq. ft.			
Summer emission	14.8	**163.48**	**148.09**
Winter Emissions	**137.15**	**199**	**148.07**
Lot 2 – commercial 50% lot coverage (87,100 sq. ft.)			
Summer emission	61.74	85.54	77.54
Winter Emissions	73.17	104.08	77.52
Buildout of Lots 1 and 2			
Lot 2 – mixed use			
Summer emission	68.91	91.42	82.88
Winter Emissions	80.61	111.15	82.86
MBUAPCD Significance Threshold	**137**	**137**	**82**

Source: PMC, 2009; URBEMIS 2007 v.9.2.4
Notes: ROG – Reactive Organic Gases; NO_x – Nitrogen Oxides; PM_{10} – Inhalable Particulate Matter

Vehicles trips for the project have the potential to increase traffic volumes at roadway intersections in the project vicinity after buildout of the development. The intersection of San Juan Road and Miller Road is currently operating at a C level of service and is anticipated to continue to operate at a C level of service until 2023 – the horizon of the City of Hollister General Plan. [1, Circulation Element, Tables 4-2 and 4-5] CO hot spots are typically evaluated when the level of service of an intersection decreases to a LOS E or worse, signalization is added to an intersection and sensitive receptors such as residences, commercial development schools or hospitals are located in the vicinity of the affected intersection. The predicted LOS at the intersection of San Juan Road and Miller Road will be C in the near and long and the impact from the project would less than significant.

III-e) Odors. The proposed uses within the project are residential and neighborhood commercial in character, and these uses do not generate objectionable odors. No impact is anticipated

Mitigation Measure:

III-1 The project sponsor shall implement the following MBUAPCD-recommended Best Construction Practices (BCPs) during all phases of construction, as determined necessary by the City of Hollister Planning Division and Building Division to minimize dust generation:

- Water all active construction areas at least twice daily. Frequency shall be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Sweep streets if visible soil material is carried out from the construction site.
- Post a publicly visible sign, which includes the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within two hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be included on the sign to ensure compliance with Rule 402 (Nuisance).

IV. BIOLOGICAL RESOURCES – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

a-f) **No Impact.** See previous Sections II. A (Project Description) and B (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

Mitigations: None Required

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

Findings:

V. The analysis of this section is based on the Archeological Letter Report prepared by Melinda A. Peak, Peak and Associates (Report #09-137) which is hereby incorporated by reference into this initial study [13] .

V.a. No Impact. A residence and garage on the project site that were constructed around 1942 in the Minimal Traditional Style. This style of architecture is common to the Depression era and post World War II when building materials were limited. The report concluded that the structures do not embody any distinctive characteristics of a type, period or method of construct that represents a master or posses high artistic values or a significant and distinguishable entity. The archival research also concluded that there was no evidence of historic events or persons associated with the structure. There will be no direct impact to the residence and garage from proposed S&A 2010-5 because it is outside of the proposed development area. The structures will be demolished in order to construct the western parking lot for S&A 2010-5 but the impact to historic resources would be insignificant.

V.b. c. d. A record search with the Native American Heritage Commission and a field survey was conducted of the proposed 4.3 acre development area for the apartments for possible evidence of prehistoric cultural resources. There was no field evidence of potential prehistoric cultural resources. There was also no evidence of potential archaeological or Native American resources identified through the record and map searches for these resources.

While the records and literature search did not find evidence of potential resources on the 4.3 acre development area for the apartment, there is a possibility that archaeological resources could be discovered during ground-disturbing project-related activities or on the remainder parcel. Any unanticipated and accidental archaeological discoveries during development of the project site have the potential to affect archaeological resources. This

would be considered a **potentially significant impact**. Implementation of the following mitigation measures would reduce this potential impact to a less than significant level:

The project site is flat and substantial undeveloped is not near and does not contain any unique geological features. There would be no impact to unique geological features from development of the property.

Mitigation Measure

V -1 As a condition of project approval, during construction activities, if any human remains, paleontological resources (i.e., fossils) or prehistoric or historic artifacts, or other indications of archaeological resources are found, all work in the immediate vicinity must stop and the City of Hollister Planning Division shall be immediately notified. The following procedures shall be followed depending on the type of cultural resource:

a) Human Remains: the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) shall be followed.

b) Paleontological Resources: A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the applicant shall consider the mitigation recommendations of the qualified paleontologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation or other appropriate measures.

c) Archeological Resources: An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered cultural resources. The City and the applicant shall consider the mitigation recommendations of the qualified archaeologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery or other appropriate measures.

VI. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:		X		
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of				X
ii) Strong seismic ground shaking?		X		
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion of the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Findings:

VI. iv, e

Fault Rupture: The City of Hollister is located within a seismically active region, and has experienced severe damage caused by ground shaking within the last 35 years. The closest active fault system to the project site is the Calaveras Fault, which runs south and north through the City of Hollister. The fault splits into the 'main' branch and the 'east' branch at Park Hill about one half mile east of the project site. The main branch is at the surface in some parts of Hollister and is actively creeping. The east branch is also considered to be a potentially active fault with a potential for surface fault rupture. The project is located at least one half mile from known faults and the potential for surface

fault rupture at the project site is insignificant.

There is potential for persons and structures on the project site to be subject to groundshaking from an earthquake with the project area. The San Andreas Fault system crosses San Benito County in a southeasterly direction along the Gavilan Range two and a half miles west of the City, and is capable of generating an earthquake of up to 8.3 magnitude on the Richter Scale. The Calaveras fault has the capacity for a quake of 7+ on the Richter scale. The Quien Sabe Fault, three miles to the east of the project site and trending southeast, registered an earthquake of at least 5.5 on the Richter scale in 1986.

Based on the Soils Survey of San Benito County, soils on the project site are Sorrento Silt loam (SnA) 0 – 2% slopes. Table 4 – Estimated engineering properties of soils in the Survey indicates that this soils type is predominantly a silt loam with a moderate Shrink-swell potential. [14] There is minimal potential for landslide hazard because the soil is relatively flat. The project site is located about one quarter mile east of the San Benito River and the Sorrento soils are alluvial soils. The project area has a Moderate potential for liquefaction hazard. [11]

Impacts associated with ground shaking or expansive soils would be considered potentially significant. These potential impacts, however, will be mitigated less than significant with through Mitigation Measure VI which requires the applicants for S&A 2010-5 and future applicants on the remainder parcel to prepare a geotechnical soils report seismic report and comply with the measures contained within the prepared report.

B) The project site is generally flat, and sloped areas potentially subject to erosion are not anticipated to be required to construct the project. Soil erosion of any stockpiles on site prior to completion of the final phase of the project could, however, potentially occur as a result of wind and rain. The project would be required to comply with Section 17.16.040 of the Zoning Code, which requires applicants to submit an erosion control plan, which is required to include measures stabilizing exposed earth. Implementation of the following mitigation measures will ensure the effectiveness of this plan in minimizing erosion, thereby reducing this potential impact to a less than significant level:

IV iv. See project description. Sanitary sewer service will be provided to the project site by the City of Hollister.

Mitigation Measure:

VI – 1. The following condition shall be placed on the proposed S&A 2010-5 and any future development on lot 2 of MS 2010-1: Prior to issuance of a building permit or approval of plans for grading, drainage or erosion control on the project site, the project sponsor shall prepare a Geotechnical Soils Report with engineering recommendations to minimize impacts from seismic induced ground shaking, liquefaction, erosion, and soil expansion or contraction for all structures, utilities and paved surfaces. The recommendations from the report shall be incorporated into the improvements plans for grading, drainage, building foundations and plans, paving

and erosion control. Prior to obtaining approvals for building permits and improvement plans the City of Hollister Engineering and Building Departments will review the plans for compliance with recommendations in the geotechnical report. [Engineering Department, Building Department]

VII. GREENHOUSE GAS EMISSIONS – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases?				

VII a.b

Cumulative Contribution to Global Climate Change: The project would contribute to the cumulative increase in greenhouse gas emissions. Estimated greenhouse gas (GHG) emissions resulting from implementation of the proposed project would be primarily associated with increases of carbon dioxide (CO_2) from mobile sources. Emissions of CO_2 constitute more than 90 percent of total mobile-source GHGs associated with future development. Construction of the proposed project would increase daily vehicle trips to and from the project site, thereby increasing greenhouse gas emissions (GHGs). However, the project would emit negligible net GHG emissions and be consistent with statewide efforts to reduce cumulative impacts to global climate change. This impact is considered less-than-significant with mitigation incorporated.

Estimated emissions of GHGs associated with build out of the proposed project were calculated using the URBEMIS2007 (v.9.2.4) computer program. To account for individual pollutants contribution to global warming, predicted emissions of GHGs are presented in CO_2 equivalent units of measure (CO_2e), expressed in metric tons/year. Based on the analysis conducted, implementation of the proposed development on Lot 1 with S&A 2010-5 (66 apartments) would result in a cumulative net increase of approximately 753 metric tons/year of CO_2. The buildout of Lot 1 and Lot 2 could result in a cumulative net increase of about 1,471 metric tons annually of CO_2 if Lot 2 is developed for apartments. Lot 1 and Lot 2 could result in a cumulative net increase of about 13,856 metric tons annually of CO_2 if Lot 2 is developed for commercial only and 7,874 metric tones of COs if the development is mixed use. Predicted increases in GHG emissions would constitute approximately less than 0.001 percent of the total statewide emissions inventory. Implementation of the proposed project would not result in a significant contribution to statewide emission inventory or interfere with statewide goals and objectives for reducing greenhouse gas emissions. Therefore, project impacts would be considered less than significant.

Discussion: No air district in California, including the MBUAPCD, has identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to greenhouse gas emissions. The state has identified 1990 emission levels as a goal through adoption of AB 32. To meet this goal, California would need to generate lower levels of GHG emissions than current levels. However, no standards have yet been adopted quantifying 1990 emission targets. It is recognized that for most projects there is no simple metric available to determine if a single project would help or hinder meeting the AB 32 emission goals. In addition, at this time AB 32 only applies to stationary source emissions.

Given the challenges associated with determining project-specific significance criteria for GHG emissions, quantitative criteria are not proposed for the MS 2010-1 and SA& 2010-5. For this analysis, the project's incremental contribution to global climate change would be considered significant if it would conflict with any of the emissions thresholds, statewide programs, or exposure criteria discussed below:

Substantial Increase in CO_2 Emissions: A project's incremental contribution to global climate change would be considered significant if it would result in substantial net increases in greenhouse gases and CO_2 emissions. A substantial net increase occurs if the proposed project exceeds any threshold of significance for criteria pollutants set by the MBUAPCD [(1)]. Because no significance criteria have been established for CO_2 emissions by the air district, a quantitative comparison to a standard cannot be performed. Since the project's incremental additional contribution to the total CO_2 emissions of the City and region is negligible, it may be reasonably argued the increase is not substantial.

Exposure of Persons to Significant Risks: Emitting CO_2 into the atmosphere is not itself an adverse environmental effect. It is the increased concentration of CO_2 in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO_2 into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment. However, since the project's incremental contribution to the total CO_2 emissions of the City and region is negligible, the additional emissions resulting from the project will not contribute significantly to the exposure of persons to significant risks associated with the effects of global climate change.

Conflict with Executive Order S-3-05: Executive Order S-3-05 was issued by Governor Arnold Schwarzenegger on June 1, 2005. In recognition of the state's vulnerability to the impacts of climate change, the order mandates that overall state GHG emissions meet the following targets: By 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG

[1] This approach is consistent with guidance from the California Air Pollution Control Officers' Association (CAPCOA), which notes that implementing CEQA without an explicit threshold prior to formal guidance from the State of California's Office of Planning and Research is appropriate. This approach is also consistent with CAPCOA's assertion that by defining substantial emissions of GHGs to performance standards (e.g., criteria pollutant emission thresholds), lead agencies would amass information and experience with specific project categories that would support establishing explicit thresholds in the future.

emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The project does not result in a reduction of GHG emissions, however, since the project's incremental additional contribution to the total CO_2 emissions of the City and region is negligible; it may reasonably be argued that the project will not substantially conflict with or obstruct implementation of the goals or strategies of Executive Order S-3-05.

Inconsistency with the California Air Resources Board's (CARB) 44 Early Action Measures for AB 32 Compliance: In accordance with Part 4 of Assembly Bill 32 (California Global Warming Solutions Act), the CARB has made public a number of early action measures that can be implemented prior to adopting formal limitations on GHG emissions in 2012. Most of these measures are not directly related to construction and development activities, however, two of the measures are applicable to the project, and can be addressed by appropriate mitigation measures. These measures include:

CARB Measure 2: Transportation: Diesel-Off-road equipment (non-agricultural)

The goal of this measure is to reduce emissions of construction equipment through all feasible measure Mitigation Measure VII -1 shall be implemented to make the project consistent with this goal:

CARB Measure 11: Energy Efficiency: Cool communities

The objective of this measure is to reduce the need for air conditioning through the siting and design of buildings and site features. Mitigation measure VII-2 shall be implemented to make the project consistent with this goal, resulting in no significant impact with consistency:

Be subject to CARB's (California Air Resources Board) mandatory reporting requirements (generally required for projects producing more than 25,000 annual metric tons of CO2).: Because the project is not anticipated to generate a substantial increase in overall vehicle trips the 25,000 annual metric ton threshold for reporting requirements would not be met. The project is therefore not subject to the CARB's mandatory reporting requirements.

Be inconsistent with the recommended global warming mitigation measures from the Attorney General, CAPCOA, Office of Planning and Research, or other appropriate sources: In September 2008, the California Attorney General issued a paper for use by local agencies in carrying out their duties under CEQA as they relate to global warming and climate change. Included were examples of various measures that may reduce GHG emissions of individual projects. These measures address incorporation of energy efficient and renewable energy features; water conservation and efficiency features; waste reduction; and reduction of vehicle emissions. This analysis will not address each measure specifically; however, the measures required under MM VII-2 are anticipated to be similar to measures recommended by the Attorney General.

Based on the discussion above, the project's cumulative impact on global climate change is considered less than significant with mitigation incorporated. The proposed project will not have a direct or indirect substantial adverse effect on human beings. With the implementation of incorporated mitigation measures, any potential impacts will be mitigated to a level of non-significance. Therefore, any adverse effects on human beings either directly or indirectly resulting from implementation of the proposed project will be reduced to a less than significant level.

Mitigation Measure:

VII-1 The proposed project shall be required to implement Best-Available Mitigation Measures for the control of emissions generated by off-road construction equipment, as recommended by the MBUAPCD at the time development is proposed. Such measures may include the use of low emission construction vehicles and use of emission reduction devices and alternative fuels. Idling of construction equipment for periods of greater than five minutes when not in use would be prohibited.

VII-2 The Applicant shall implement measures sufficient to increase building insulation and energy efficiency beyond that required for compliance with California Title 24 energy-efficiency requirements, and that the most current recommended measures are implemented to reduce energy-usage demands. Such measures may include, but would not necessarily be limited to, incorporation of increased building insulation features, use of alternative renewable energy sources (e.g., solar panels and water heating); as well as the installation of energy-efficient (e.g., Energy-Star rated) building components, appliances, and heating/cooling equipment.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a)Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X

Findings:

VIII. a-h) **No Impact.** See previous Sections II. A (Project Description) and B (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

Mitigation Measure: None required.

IX. HYDROLOGY AND WATER QUALITY – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?		X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Findings:

IX. a. The City of Hollister's Domestic Water Reclamation Plant will treat wastewater from the project site. Septic systems are not proposed and would not be allowed in the project area to treat wastewater from the project. No other sources of wastewater discharge are proposed with the project, **no impacts** associated with wastewater discharge are anticipated with the project.

IX. b The project site is within City of Hollister service area for water supply. According to the 2005 Hollister Area Urban Water Management Plan, adequate water supplies exist for planned development through the 20-year timeframe of the plan, or 2025. Water demand in the Hollister area estimated within the plan is based on population growth projections by AMBAG, which in turn rely in part on allowable population density based on general plan land use densities. Because the project is consistent with the general plan, it is therefore consistent with AMBAG population projections, and therefore accounted for within the Urban Water Management Plan. Less than significant impacts to the Hollister area water supply are therefore anticipated.

IX c. d. e. f. The project is substantially vacant. S&A 2010-5 has the potential to substantially increase the volume and velocity of storm water runoff from buildings and paved surfaces. Runoff from parking areas will include grease and trace metals from near term construction and the operational phase of the project has the potential to negatively impact water quality. Each of these potential impacts are discussed below

Construction Phase Impacts: Near term construction impacts could result from dirt leaving the site and entering the storm drain system by being tracked onto adjacent sidewalks and streets by haul trucks; by runoff from exposed earth and stockpile areas during rainy periods; and from wind-blown dirt and dust off-site from stockpiles. Construction runoff can also result from cleaning solvents and leaking fluids from construction equipment being used during project construction.

The City of Hollister's Ordinance 1053 Grading and Best Management Practices and Section 17.16.140(C)(3) of the City of Hollister Municipal Code require the project applicant to prepare a Stormwater Pollution Prevention Plan (SWPPP) for approval by the City. The SWPPP is required to list Best Management Practices (BMPs), which specify how the applicant will protect water quality during the course of construction. BMPs typically include, but are not limited to, scheduling earthwork to occur during the dry season to prevent runoff erosion, protecting drainages and storm drain inlets from sedimentation with berms or filtration barriers, and the installation of gravel entrances to reduce tracking of sediment onto adjoining streets. The Mitigation measures IX-1 will ensure timely preparation and implementation of the SWPPP for the project, resulting in **a** less than significant impact to water quality during the construction phase of the project:

Operational Impacts: On-site sources of polluted runoff associated with multi-family and commercial uses typically include surface parking areas and driveways, refuse

storage areas, and planting areas where pesticides and fertilizers and potential increase in salts depending on what type of water treatment system is use. The introduction of paved and hard surfaces can also increase storm water runoff. In addition, pollutants from these areas can potentially be washed into the storm drain system during storm events, thereby impacting surface water quality.

Chapter 15.24 'Grading and Best Management Practice Control' of the Hollister Municipal Code includes standards that require pretreatment of storm water runoff, best management practices to minimize soil erosion and to use of development strategies to reduce the post-development storm water runoff flow rate and volumes such that storm water from the site is no greater than pre-development storm water runoff flow-rate and volumes. The applicant has proposed some low impact development principals in the project drainage and landscape plan. Vegetative swales are proposed to be located on the west and northwest side of the development area, on the northeast corner of the site, and the southeast landscape area near the Quick Stop Market and in front of eastern side of Building C. However, the City of Hollister's Engineering Department has reviewed the proposed grading and landscape plan for S&A 2010-5 and determined that additional modifications are necessary to assure that the use of low impact development principles as part of site planning will protect, or restore, the natural hydrology of the site and so that the overall integrity of the watershed is protected.

Section 17.16.140(A) of the Hollister Municipal Code also requires all drainage from roof gutters and condensers to be directed to rain gardens, landscape areas, vegetative swales, or retention or detention ponds approved by the City Engineering Department.

At this time, future development of lot 2 of MS 2010-1 is speculative but adherence to city standards will be used for review of future development on proposed Lot 2 of MS 2010-1.

The following mitigation measures will ensure timely preparation and implementation of the required compliance with Chapter 15.24 and Section 17.16.140 (A) of the municipal code for the project, resulting in a less than significant impact to water quality during the operation of the project:

Water Softeners: In 2004, the City of Hollister, San Benito County and San Benito County Water District approved a Memorandum of Understanding that established a process and standards for the development of a comprehensive master plan for water supply and wastewater treatment and disposal in an area around Hollister. The Statement of Intent calls for strategies to reduce the concentration of salts in the groundwater supply and use of accepted engineering standards to review the availability of water supply for new development. Mitigation VIII-3 requires use of water softeners that rely on off-site disposal to avoid a potentially significant cumulative increase in salts to groundwater resulting in a To assure consistency with City standards and avoid a potentially significant increase in storm water runoff or reduction in water quality, Mitigation Measures IX-1 through IX-3 require changes to the grading and landscaping and drainage

plans to assure that the project will comply with city standards. Incorporation of the mitigation measures will reduce the potentially significant impact to an insignificant level resulting in a less than significant impact.

IX g., h. i No Impact. See previous Sections II. A (Project Description) and B (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

IX j) Seiches and tsunamis are the result of waves of bodies of water created by earthquakes. There are ponds associated with Hollister's water reclamation facilities located about one quarter mile west of the project site but the ponds are at a lower elevation and if the ponds breached as a result of a seismic event they would drain toward the San Benito River.. Since the project site is relatively flat, no mudflow impacts on the proposed project would occur. Therefore, inundation caused by seiche, tsunami, or mudflow would have no impact on the project site.

Mitigation Measure

IX-1 Prior to issuance of any grading or building permits for proposed S&A 2010-5 and future development on lot 2, the applicant shall submit a Stormwater Pollution and Prevention Program (SWPPP) to the City of Hollister Planning Division and Engineering Division. The SWPPP shall comply with all applicable requirements of Section 17.16.140 of the Hollister Municipal Code. The SWPPP shall be implemented prior to commencement of construction, and shall be continuously maintained through the duration of construction for each phase of the project.

IX-2 Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering Department a revised grading and landscape plan, which complies with Chapter 15.14 Grading and Best Management Practice Control of the Hollister Municipal Code. Low Impact Development (LID) strategies shall be considered and incorporated as part of site planning and design as appropriately feasible. The revised grading and landscape land shall incorporate a temporary AC berm and a combination of methods to reduce the post-development storm water runoff flow rate and volumes such that storm water from the site is no greater than pre-development storm water runoff flow-rate and volumes. The methods shall include, but are not limited to, vegetative swales in landscape areas, directing drainage form roof gutters and condensers to landscape areas, permeable paving in pedestrian areas and other strategies.

IX-3 A condition shall be placed on all tentative maps, site and architectural review or conditional use permit on the project site that requires all drainage from roof gutters and liquid from condensers to be directed to rain gardens, cisterns, vegetative swales and landscape areas and verification to occur prior to Final Occupancy Inspection of all structures

IX-4 A condition shall be placed on the proposed project that only City-approved water conditioning systems that can be regenerated offsite and will not discharge waste or waste products into the City's sewage system shall be installed in residences. A final occupancy shall not be granted for any building with a water conditional system unless the Building Inspector can verify installation of an authorized water conditioning system.

X. LAND USE AND PLANNING – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Findings:

X. a). Development of the parcel will not divide an established community. The development would integrate the proposed development with the existing surrounding community. Section I "Aesthetics" of this initial study also describes how the project has been designed to be compatible with surrounding uses. At complete build out, the project is expected to result in no impact relating to a division of an established community

X. b). The City of Hollister has implemented a Growth Management Program to ensure a balance between housing inventory and adequate public services and facilities. The intent of this program is to limit uncoordinated growth within the City limits through the controlled issuance of new residential development allocations. The City of Hollister Planning Commission at its January 28, 2010 meeting formally awarded 65 units to the applicant of this project, Pacific West Properties. The allocations were awarded only upon their successful results of the 2010 tax credit application. If the application is not awarded tax credits then the allocations will be returned to the allocation pool.

The proposed development density is 17 dwelling units per acre. The range of residential densities allowed in the West Gateway zoning district is 20 to 35 dwelling units per acre and the proposed residential development density falls short of the minimum density allowed for the West Gateway zoning district. However, section 17.08.050.A.6 of the Hollister Municipal Code – allows the Planning Commission to approve a Conditional Use Permit to waive the minimum density requirement for a 100% affordable housing project in the mixed use zoning districts if the density standard poses a constraint to the

development and there is not a possibility for lot consolidation. During the pre-applicant and initial application submittal process it became evident that subterranean parking or a parking garage would be required for the project to comply with the minimum density requirement of 20 units per acre. Construction of the parking facilities would not be feasible for the 100% affordable project. The appears to be sufficient evidence that the project could qualify for a density waiver pursuant to section 17.08.050 A.G. of the code.

The consistency of the project with standards for the West Gateway Zoning District and General Plan policy is included in the Aesthetics section of this initial study.

X c). The City of Hollister currently does not have an established habitat conservation plan or a natural community conservation plan. Therefore, the project is not expected to conflict with any habitat conservation plan or natural community conservation plan. No impact is anticipated.

Mitigation Measure: None Required.

XI. MINERAL RESOURCES -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a-b) No Impact. See previous Sections II. A (Project Description) and B (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

Mitigation Measure: None required.

XII. NOISE – Would the project result in:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X

XII. NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Findings:

XII a., b, d, Construction activities occurring during the more noise-sensitive late evening and nighttime hours (i.e., 7 p.m. to 7 a.m.), as well as during daytime hours, could result in increased levels of annoyance and potential sleep disruption for occupants of nearby noise-sensitive land uses. As a result, noise-generating construction activities would be considered to have a significant short-term impact. Construction noise in any one particular area would be temporary and would include noise from activities such as excavations, site preparation, truck hauling of material, pouring of concrete, and use of power hand tools. Construction noise typically occurs intermittently and varies depending on the nature of the construction activities being performed. Noise generated by construction equipment, including excavation equipment, material handlers, and portable generators, can reach high levels for brief periods.

When noise levels generated by construction operations are being evaluated, activities occurring during the more noise-sensitive evening and nighttime hours are of increased concern. Because exterior ambient noise levels typically decrease during the late evening and nighttime hours as community activities (e.g., industrial activities, vehicle traffic) decrease, construction activities performed during these more noise-sensitive periods of the day can result in increased annoyance and potential sleep disruption for occupants of nearby residential dwellings. Construction noise during daytime hours can also be significant when noise-generating construction activity takes place in close proximity to

noise sensitive uses, particularly during extended periods of loud and/or repetitive activity (i.e. use of backhoes, concrete trucks and power saws). Noise from localized point sources (such as construction sites) typically decreases by approximately 6 dBA with each doubling of distance from source to receptor. Given this noise attenuation rate and assuming no noise shielding from either natural or human-made features (e.g., trees, buildings, fences), outdoor receptors within approximately 1,600 feet of construction sites could experience maximum instantaneous noise levels of greater than 60 dBA when onsite construction-related noise levels exceed approximately 90 dBA at the boundary of the construction site. The following table lists typical uncontrolled noise levels generated by individual pieces of construction equipment at a distance of 50 feet.

Nearby noise-sensitive land uses located adjacent to the project site consist predominantly of residential dwellings, and the existing commercial development to the east of the project site. During development of the proposed project, construction activities occurring during the more noise-sensitive late evening and nighttime hours (i.e., 7 p.m. to 7 a.m.) could result in increased levels of annoyance and potential sleep disruption for occupants of the adjacent residences.

Implementation of the following mitigation measure XII-1 will reduce this impact to a less than significant level:

Table 3
Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) 50 feet from Source
Backhoe	80
Compactor	82
Dozer / Grader / Loader / Concrete Mixer	85
Truck	88
Air Compressor	81
Concrete Pump	82
Generator	81
Impact Wrench / Pneumatic Tool	85
Jack Hammer	88

Equipment	Typical Noise Level (dBA) 50 feet from Source
Paver	89
Pump	76
Roller	74
Saw	76

Sources: Federal Transit Administration, 2006

XII c. Noise from future development at proposed lot 2 is speculative at this time. Noise associated with S&A 2010-5 would include parking lot activities such as opening and closing of vehicle doors, conversational noise, the use of central air-conditioning units and vehicle backup alarms, the swimming pool, pool equipment and outdoor picnic areas.. Landscape maintenance activities using leaf-blowers and lawn mowers could also generate noise during noise-sensitive hours. Operational noise generation originating from the multi-family dwelling units would primarily occur as a result of an increase in vehicle trips. The project could therefore result in a permanent increase in existing ambient noise levels, which is considered a potentially significant impact. Mitigation Measure XII-2 requires that conditions be placed on Site and Architectural Review 2010-5 to reduce the potential for nuisance off-hour noise to a less than significant impact.

The project as proposed would include a six-foot tall masonry screen wall along the north side of the property line and along the west and north property line of the existing Quick Stop Food and Gas. In addition, implementation of the following mitigation measure would ensure operational noise generated by the development does not contribute substantially to a temporary or permanent increase in ambient noise levels to the existing neighborhood to the north, resulting in a less than significant impact:

XII. e.f. No Impact. The project site is located outside of the 55 CNEL noise contour area of the Hollister Municipal Airport and the impact to the project from airport. [12]

Mitigation Measures:

XII-1 During all phases of construction, the project applicant shall adhere to the following requirements for construction activities with respect to hours of operation and idling and muffling of internal combustion engines:

a. Noise-generating construction activities shall be limited to the hours between 7 a.m. to 7 p.m., and shall be prohibited on Sundays and federally-recognized holidays.

b. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in

accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

c. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

XII-2 The following conditions shall be placed on S&A 2010-5

a. Noise-generating landscape and facility maintenance activities shall be limited to the hours of 7:00 am to 7:00 pm, Monday through Friday and 8:00am to 6:00pm on Saturday.

b. Hours of use shall be posted at the community pool and nearby picnic area of 8:00 a.m. to 10:00 p.m.

c. Pool equipment shall be placed to minimize off-hour noise to residences on and off-site.

XIII. POPULATION AND HOUSING -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a)Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

Findings:

XIII a. The project will result in the construction of 65 multi-family homes, which will increase the population of the City of Hollister. These additional dwelling units have been anticipated by the General Plan for the West Gateway Mixed Use designation, and accounted for in City plans for services, roadways, and infrastructure. Less than significant impacts are anticipated.

XIII b. & c If approved, the project will necessitate the demolition of an existing residence positioned towards the south end of the project site towards the center of the 8.0 parcel approximately 450 feet west of an existing Quick Stop Food and Gas. The demolition of this residence will cause a displacement of the persons living at that location; however, this is considered to be a less than significant impact.

Mitigation Measure: None required.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?		X		
Police protection?		X		
Schools?				X
Parks?				X
Other Public Facilities?		X		
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

Findings:

Please refer to the project description. The proposed land use would not increase population or housing and would have a negligible impact on public services.

XIV. a & b). The Hollister Fire Department currently operates one engine company and one truck company from Station 1, located at 110 5th Street and one engine company from Station 2 located at 1000 Union Road. The Hollister Police Department provides police protection for the City and is headquartered at 395 Apollo Court, approximately three miles northeast of the project site. The Hollister Fire and Police Department would provide fire and police protection to the project. The project will contribute impact fees to mitigate its effect upon the demand for expanded facilities and equipment for public services. This may include but not necessarily be limited to the payment of lawful impact fees for fire protection, police services, schools, water connections, sewer transmission fees and traffic impact fees. The fees will generally be paid at the time of the final occupancy inspection for the residences.

The facility impact fees would not provide funding for additional staff resources required to provide public services to the new residences and will result in a cumulative significant demand for public services without generation of sufficient revenues from property taxes to pay for the services. Mitigation measure XIV-1 requires, as a condition of the subdivision that the applicant annex to a Community Service District to provide funding for the incremental increase in the demand for public service personnel for any project with residential development

XIV c). The project would be served by two school districts; the Hollister School District (HSD) for students in grades K through 8 and the San Benito High School District (SBHSD) for students in grades 9 through 12. The Hollister School District operates six elementary schools for grades K-5 and two middle schools for grades 6-8. The San Benito High School District operates a single school, San Benito High School.

The San Benito High School District estimates future enrollment on the basis of 0.190 school students per dwelling unit. Based on this ratio, the project would generate a maximum of 12 new high school students. The Hollister School District bases its estimate future enrollment on the composite yield rate of 0.376 K-5 students per single-family dwelling unit and 0.187 for 6-8 students. Based on these ratios the project would generate a maximum of 36 new K-8 students.

School impact fees paid by the project would ultimately be programmed by the school districts, in combination with fees collected from other projects, to improve or expand school facilities. Specific improvements as a result of the project, however, have not been identified; therefore, environmental analysis of potential impacts associated with the development of any future facilities is not feasible at this time. No impacts associated with current development of new, expanded, or altered school facilities outside the project boundaries can therefore be anticipated.

XIV d). The Parks and Recreation Master Plan for the City of Hollister indicates that Hollister currently provides approximately 4.1 acres of parks and recreational facilities per 1,000 residents. This is above the standard of four acres per 1,000 residents that has been established by the Parks and Recreation Master Plan. The increase in population from the proposed 65 residential units is not anticipated to cause the ratio of parkland to City population to be exceeded; therefore, no new park facilities will be required to serve the project, and no impact is anticipated.

XIV e). There are no other public facilities have been identified that would require construction of expansion, therefore, no impacts associated with other public facilities are anticipated.

Mitigation Measure:

XIV-1 A condition shall be placed on MS 2010-1 that requires: prior to recordation of the parcel map, the applicant shall cooperate with the City to facilitate the

annexation of the entire project to the Lighting and Landscaping District No. 93-1 and Community Facilities District No. 2 for any residential development. Such cooperation shall include, but not be limited to, executing and filing with the City Clerk, in a form acceptable to the City Attorney, any approval, consent or waiver requested by the City in order to expedite the inclusion of the subdivision in such a district.

XV. RECREATION-- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

Findings:
The proposed project is not of a recreational nature and would not increase the demand for recreational services.

XV a & b). The parks in close proximity to the project site include Tony Aguirre Memorial Park, John Z. Hernandez Memorial Park and Calaveras Park. Calaveras Park is the nearest park and it is located approximately 1/5 of a mile northeast of the project site at 1151 Buena Vista Road. This park includes approximately 7 acres of softball fields, basketball courts, a playground, an amphitheater and barbeque facilities. The park is available to members of the public when school is not in session (i.e., late afternoons, evenings, weekends, and school vacations). The ¼ acre John Z. Hernandez Memorial Park is located approximately 1/3 of a mile northwest of the project site on Central Avenue. This park includes a half quart basketball court, and play equipment. The Tony Aguirre Park is located approximately 450 feet west of the John Z. Hernandez Memorial Park on Central Avenue and it is a 1-acre park, which includes playground facilities with open grass area to run and play.

Although the project may cause an increase to the use of existing neighborhood and regional parks or other recreational facilities, it is expected that the increase would be minor and would not cause substantial physical deterioration of facilities. The project includes the placement of a common center area with a swimming pool and spa. [16, City of Hollister, Hollister Recreation Parks and Facility, http://www.hollister.ca.gov]

Mitigation Measure: None Required

XVI. TRANSPORTATION/TRAFFIC - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?		X		
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	

XVI a.b. The project site is bound by San Juan Road/Fourth Street and east west major two lane collector and Miller Road a north-south two lane collector.

Primary access to the property is proposed from a shared driveway on Miller Road that is also used for the Quick Stop market at the intersection of Miller and San Juan Road. . The proposed project will increase traffic in the project area in the near term from the construction of 65 multi-family units proposed for S&A 2010-5. Over the long term,

there will be additional vehicular traffic from buildout of proposed four acre lot 2 of MS 2010-1.

The traffic impacts of the proposed project were evaluated in a traffic engineering report prepared by Neil O. Anderson and Associates with two supplemental letter reports which are hereby incorporated by reference into this initial study. [17]18][19] The traffic engineering report evaluated the intersections of Miller Road with San Juan Road, pedestrian safety modifications and considerations and the option of establishing a second vehicle entrance to the project on San Juan Road. The report also evaluated the interrelationship between the Miller Road intersections with the driveway to a commercial center to the east, the project driveway and San Juan Road.

Miller Road intersections: The operating capacity of an intersection is measured in a standard called a 'level of service' which can range from A (free flowing conditions) to LOS F (gridlock conditions). The City of Hollister General Plan establishes LOS C as the lower limit of acceptable traffic conditions.

Traffic counts were conducted in the project area to evaluate to the level of service of the intersections. The intersections of Miller Road with San Juan Road and the project driveway are currently operating a level of service of A. The intersections are expected to continue to operate at an acceptable level of service A with the buildout of the proposed 65 apartments and lot 2 and infill development in the West Gateway zoning district would have an insignificant impact at the intersection of Miller and San Juan Roads and no mitigation measure would be required..

Table 4 - Level of Service

Intersection	Existing	Existing Plus Project	Cumulative
San Juan/Miller			
a.m.	A	A	A
p.m.	A	A	A
Miller/project driveway			
a.m.	A	A	A
p.m.	A	A	A

The supplemental traffic addendum#2 evaluated whether or not traffic at the southbound approach to San Juan Road on Miller Road would queue and block the project driveway with the existing plus project and cumulative buildout conditions. [19] The report concluded that the potential for traffic at the San Juan Road intersection approach to block the project/Quick Stop driveway would be less than significant. However, to ensure that there will not be a potential safety hazard from unforeseen changes to traffic circulation, Mitigation Measure XV-2 requires the City of Hollister to monitor the

operating conditions at the intersection and eliminate off-street parking on the west side of Miller Road between the project driveway and San Juan Road if the intersection access is blocked during peak or normal traffic conditions.

Pedestrian Safety: There area existing sidewalk along the project frontage on Miller Road. Sidewalks would be extended along the project frontages with San Juan Road and the extension of Gonzalez Drive as part of the construction of the proposed apartment complex. Existing cross walks are located at the San Juan/Miller/Live Oak intersection. The traffic engineering report evaluated whether additional pedestrian improvements would be warranted to deter pedestrians from jay-walking between the project site and the commercial center to the east. The report evaluated the options of adding a cross walk 50 feet north of the proposed project entrance on Miller Road or the addition of a vegetative barrier to Miller Road. The report concluded and staff concurs that the estimated pedestrian traffic from the development did not warrant additional improvements and that the addition of a cross walk or vegetative barrier would not improve pedestrian or traffic safety in the project area.

Secondary access: Addendum #1 to the traffic engineering report evaluated the options for establishing secondary vehicular access to San Juan Road from the parking area on the west boundary of the project site. The City of Hollister identified potential safety concerns from vehicles turning left from the project to travel eastbound on San Juan Road and has recommended consideration of only right-turn in or right-turn out movements. One method to deter left-turn movements could be the construction of a median barrier which could limit vehicular access to the gas station on the south side of San Juan Road. Another option could be the construction of barrier to left-turns from the project similar to a T Curb or use of bollards as shown in Appendix A. The applicant has proposed a gated exit from the west parking lot on the project site to San Juan Road. Although the project would not be required to maintain a Level of Service of C or better at the Miller Road/San Juan Road intersection, it would incrementally divert traffic from the intersection. However, the improvement could obstruct emergency access if it is not properly designed which could result in a potentially significant impact. Mitigation Measure XVI-3 requires the design of the right turn lane to be reviewed and approved by the Engineering and Fire Departments to assure there is adequate emergency access and to discourage left-turns from the egress which would reduce the potential impact to an insignificant level.

The traffic report evaluated the improvements required to establish a right turn entrance into the site for vehicles traveling westbound on San Juan Road. It was determined that at a 70 foot right turn lane would be needed on the project site leading to the western parking lot to provide space for vehicles to queue and avoid backing up onto San Juan Road (See Appendix A) . The improvements would require elimination of off-street parking, landscaping and relocation of Building D. The improvement would not be warranted based on the level of service analysis for the Miller Road intersections with the project driveway and San Juan Road.

XVI c. No Impact. See previous Sections II. A (Project Description) and B (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

XVI d. There could be a potential for hazardous movements at the shared driveway approach to the project site and the Quick Stop Market from Miller Road. The applicant has incorporated design features into the Miller Road entrance to avert potential ingress/egress hazards for vehicles. First, the applicant is proposing to extend the existing driveway approach about 13 feet to the north to provide a dedicated entry for vehicles entering the apartment complex that is out of the path of travel for vehicles using the same driveway to patronize the Quick Stop market. The entry lane to the apartment complex will include a small median with a gate pad. Second, the off-street parking for the apartments has been oriented on the west side of the entrance gate which will avoid conflicts between vehicles back-up from parking spaces and vehicles entering and the existing shared access driveway.

Gonzalez Drive terminates at the north boundary of the project site. The applicant is proposing to extend a cul-de-sac designed to city standards into the interior of lot 1. The improvements will provide turn-around space for large vehicles (emergency, trash) and other vehicles in compliance with city standards. The project has been designed to avoid hazardous movements at the project entrance and the impact of the project will be less than significant.

The potential for traffic to queue in front of the project entrance from traffic approaching the intersection of Miller/San Juan road is previously discussed in section XIV a.b.c. of this initial study.

XVI. e) The project has been designed with primary access on Miller Road and secondary access from San Juan Road at the western parking area. The impact to the project on emergency access will be less than significant.

XVI .f. Section 17.18-1 and Table 18-2 of the City of Hollister Municipal Code off-street parking standards for multi-family units are 1.5 space per one or two bedroom units, two spaces for units with three or more bedrooms and one guest space per every four units. The requirements for the proposed 65 apartments of 135 spaces. The site plan shows that there are 130 off-street parking spaces and six handicap accessible spaces. The impact of the development on off-street parking would be less than significant.

XVI.g. The proposed project would have a potentially significant impact if there are conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). Section 17.18.030. A of the City of Hollister zoning ordinance requires preparation of a circulation plan for vehicular and pedestrian access and parking for new development that must consider several factors. The consistency of the project with this factor is summarized below:

1. Parking facilities as required in this chapter

Complies: See XV f above

2. A shaded (deciduous trees are acceptable) pedestrian path with an American with Disabilities Act (ADA) accessible paving surface that contrasts with and can be clearly distinguished from paved areas for vehicles. Paint shall not be allowed to provide contrast. The pedestrian paths shall be separated from internal roads and parking aisles with landscaping, building orientation or other strategies.

Complies: Internal sidewalks are proposed to be placed around the perimeter of the buildings between the apartments/community center and carports or parking stalls. Nearly 50% of the parking stalls will be shaded by carports. A row of trees is proposed on the west and northwest corner of the property which will shade the uncovered parking areas sited away from carports. Trees are also proposed to be interspersed in six foot wide planter islands for every nine to six spaces which complies with the standard in Section 17.18.110 I 4 for interior landscaping in parking lots. The project meets the requirement for at least 50% of the parking area to be covered by shade in 15 years.

3. Pedestrian paths shall be designed to provide a continuous series of connections between sidewalks, buildings and adjoining properties. The plans shall show a minimum of one pedestrian path per street frontage and one path for every three parking aisles. Crossings through internal roads shall have contrasting paving (paint shall not be used for contrast).

Substantially Complies: The site plan includes pedestrian gates for residents on San Juan Road, the Miller Road entrance and Gonzalez Drive. The site plan includes pedestrian paths with differential paving as required by Chapter 17.18 of the Zoning Ordinance between Building F - on the north side of the project and the other buildings on the south side of the project driveway and parking areas. However, there is no differential paving in the south and north west parking Mitigation Measure XV -1 requires revisions to the site plan to establish at least one pedestrian path through the parking areas for the north and west entrances to Building D

4. The circulation plan shall incorporate any approved Bicycle and Pedestrian Master Plan or guidelines adopted to implement the City of Hollister General Plan policies and programs for multi-modal access.

Complies: San Juan Road is not listed Bike lane on the San Benito Bike Plan but it included as a Class II bike lane on the 2009 Draft Pedestrian and Bike Master Plan. The City of Hollister Redevelopment Agency has selected a consultant to prepare a streetscape and lighting plan for the west entrance to Hollister to implement General Plan Policies LU1.6 City Entrances, LU1.7 Special Planning Area, LU1.9 Cohesive Design Elements and LU3.1 Street and Building and Façade Improvements. It is possible that the width of the right-of-way of San Juan Road could be reduced in the project area to accommodate a bike lane, a wider sidewalk, a landscaped median with pedestrian facilities or angled parking. It is anticipated that the streetscape plan will be completed within a year and construction of some improvements will begin in 2011. At this time it is premature to evaluate the consistency of the proposed project with the plan. The proposed site plan includes a meandering sidewalk on San Juan Road but does not include provisions for a bike lane.

5. All paved surfaces shall provide a continuous, smooth, vibration-free surface that complies with ADA requirements and ensures safe access for bicycles.

Complies: See 3 above.

6. On site signs shall have a minimum clearance of seven feet between the sign and the ground.
7. All on-site grates and similar storm water facilities shall be suitable for crossing on a bicycle.

Complies: The standards will be incorporated into conditions of approval for Site and Architectural Review 2010-5.

8. Transit facilities based on consultation with the San Benito County Local Transportation Authority.

Complies.: Presently there is an existing transit stop on the south of side of San Juan Road just east of the Miller Road/San Juan Road intersection.

9. Outdoor seating shall be integrated into the plan with a variety of strategies including raised planters and/or fountains with seating and benches that are designed to deter the use of skateboards.

Substantially complies: The proposed site plan includes two tot lots. Two eight foot accessible picnic tables with a trellis for shade are proposed to be located near the tot lot behind proposed Building B. The second tot lot would be located between Gonzalez Drive and Building D without provisions for seating. Two accessible covered picnic tables are also proposed to be placed just west of the swimming pool near the Community building. There are not other provisions for outdoor seating near the front or back entrances to the apartments or at the project entrance. Mitigation Measure XIV-1 requires a revision to the site plan and landscape plan to include additional seating near building and at the tot lot to reduce the potential conflict with standard to a less than significant level.

Mitigation Measures:

XVI-1 Prior to approval of Site and Architectural Review 2010-5 that following revisions shall be incorporated into the site plan and the landscape plan to assure that the project complies with standards in section 17.18.030 A of the Zoning Ordinance.:

a. The site plan shall be revised to incorporate a pedestrian crossing between the northwest parking area and the north entrance to Building D and the west parking area and the west entrance to Building D vibration free differential paving (no paint).

b. The site plan shall be revised to provide additional benches or raised planters with seating at the front and back entrances to each building, the tot lot and the entrance to the project from Miller road.

XVI-2 The City of Hollister Engineering Department shall monitor the interaction between the intersections of Miller Road/San Juan Road and Miller Road/project-Quick Stop driveway. If the Engineering Department determines that traffic queuing at the southbound approach to San Juan Road from Miller Road obstructs ingress and egress from the project-Quick Stop driveway, the City of Hollister will do the following:

1. Paint the curb red between the project-Quick Stop driveway and San Juan Road and post a No Parking Sign
2. Stripe right and left turn lanes are the southbound intersection approach to

Miller/San Juan Road.

XVI-3

a. The improvement plans for Site and Architectural Review 2010-5 shall be designed to provide secondary access at a location and with a design that is acceptable to the City of Hollister and Fire Departments. The location and design shall be reviewed and accepted by the City prior to the issuance of an improvement plan or grading plan for the project.

b. The gated egress from the west project parking lot shall be designed to inhibit unsafe left turns onto San Juan Road. A 'No Left-turn' sign shall be posted at the project exist to San Juan Road. The design features to deter left-turn movements and/if necessary to provide emergency access to the project shall be reviewed and accepted by the City of Hollister Fire and Engineering Departments prior to issuance of a grading permit or improvement plan for the project.

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		\	\	X\
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Findings:

XVII. a.,b.,e.) Wastewater treatment will be provided by the new City of Hollister regional water reclamation facility. The existing treatment plant system is capable of disposing of all the current effluent flow of approximately 2.7 MGD. Expansion of the DWTP to include a reclamation facility has recently been completed and has increased the capacity of the DWTP to 5.0 MGD or 0.5 MGD greater than the 2023 wastewater flow projection of 4.5 MGD stated by the Hollister Urban Water Management Plan. Because of the recent expansion of the DWTP, there will be adequate capacity to serve the project at build out; therefore, construction of a new wastewater treatment plant or further expansion of the existing waste water treatment plant is not required. Existing sewer transmission lines are located on the perimeter of the project site, which has sufficient capacity to serve the project and future development of lot 2.
The project is therefore anticipated to result in no impact.

XVII c.) See the discussion of Hydrology and Water Quality. Less Than Significant with Mitigation Incorporation

XVII d) The project site is within the City of Hollister water service area, and will receive its water supply from the City. According to the 2005 Hollister Area Urban Water Management Plan, adequate water supplies exist for planned development through the 20-year timeframe of the plan, or 2025. Water demand in the Hollister area estimated within the plan is based on population growth projections by AMBAG, which in turn rely in part on allowable population density based on general plan land use densities. Because the project is consistent with the general plan, it is therefore consistent with AMBAG population projections, and therefore accounted for within the Urban Water Management Plan. Less than significant impacts to the Hollister area water supply are therefore anticipated.

XVII. g, e) Solid waste from the City is disposed of at the John Smith landfill, which serves San Benito County. The landfill is located approximately 3 miles east of the project site on John Smith Road. The projected remaining capacity of the John Smith Road Landfill, as of July 4, 2008, is approximately 2,093,309 cubic yards, or 17.5 years of capacity based on the average daily refuse acceptance rate of 250 tons. Regulations contained in Title 14 of the California Code of Regulations require the maintenance of a minimum of 15 years of permitted disposal capacity for county or regional landfills. The project is not anticipated to generate an amount of solid waste that would significantly reduce the 15-year capacity of the landfill, therefore, an expansion of the therefore, an expansion of the landfill to accommodate the project is not required. Furthermore, Section 15.04.0245 'Building and demolition permits – Division plans' of the Hollister Municipal Code requires approval of a solid waste diversion plan to divert a minimum of fifty percent of the construction waste from the proposed project. No impacts are expected to occur.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				X

Findings:

XVIII a) The project would result in the development of an in-fill site that does not currently provide habitat for any special status species of plant or animal. Additionally, there is no evidence of significant archaeological or cultural resources within or adjacent to the project site. Measures are included, however, to ensure that any cultural resources that may be discovered during the construction phase of the project will be protected. A less than significant impact to these resources with mitigation incorporated is therefore anticipated.

XVIII b. The proposed project is an infill development are and there will not be a requirement to expand or extend public services or utilities to serve future development. The project could contribute to cumulative green house gas emissions which is previously discussed in Section VII Green house Gases of this initial study. Mitigation Measures for cumulative greenhouse gas emissions will reduce the cumulative impact of the project to an insignificant level.

XVIII c) The proposed project will not have a direct or indirect substantial adverse effect on human beings. With the implementation of incorporated mitigation measures, any potential impacts will be mitigated to a level of non-significance. Therefore, any adverse effects on human beings either directly or indirectly resulting from implementation of the proposed project will be reduced to a less than significant level.

XIV. FISH AND GAME ENVIRONMENTAL DOCUMENT FEES

Assessment of Fee:

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to CEQA review had a "de minimis" (minimal) effect on fish and wildlife resources under the jurisdiction of the Department of Fish and Game. Projects that were determined to have a "de minimis" effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of "de minimis" effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the Department of Fish and Game determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of "no effect" on fish and wildlife resources, development applicants must submit a form requesting such determination to the Department of Fish and Game. Forms may be obtained by contacting the Department by telephone at (916) 631-0606 or through the Department's website at www.dfg.ca.gov.

Conclusion: The project **will** be required to pay the fee, unless the Lead Agency requests such a determination from CDFG.

Evidence: Based on the record as a whole as maintained by the City of Hollister

INITIAL STUDY

SOURCES

1. City of Hollister General Plan, 2005
2. City of Hollister General Plan 2005-2023 Environmental Impact Report
3. City of Hollister Zoning Map
4. Monterey Bay Unified Air Pollution Control District, CEQA Air Quality Guidelines, June 2004, Monterey, California
5. County of San Benito Emergency Operations Plan 1991
6. Flood Insurance Rate Map (FIRM) Panel #0602680060C
7. California Division of Mines and Geology, Alquist-Priolo Earthquake Fault Hazard Zones, Hollister Quadrangle,
8. Hammet & Edison, Inc. Consulting Engineers Radio and Television letter report to Mr. Jason Smith, Cal Com Systems, Inc., December 11, 2006, San Francisco, California
9. Conditional Use Permit Application 2006-08
10. California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, "San Benito County Important Farmlands 2004", July 2005, Sacramento, California.
11. Lewis I. Rosenberg, Relative Liquefaction Susceptibility Map of the Hollister Area, San Benito County, California, 1998
12. Aries Consultants Ltd. Comprehensive Land Use Plan Hollister Municipal Airport, October 2001, Morgan Hill, California.
13. Peak and Associates, Report #09-137, Determination of Eligibility and Effects for Hollister Family Apartments Project, City of Hollister, California, January 2010, Elk Grove, California.
14. U S. Department of Agriculture Soil Conservation Service in Cooperation with the University of California Cooperative Experiment Station, Soil Survey of San Benito County California, 1969, Washington, D.C.

15. PMC Air Quality Impact Analysis, January 14, 2010, Monterey, California.

16. City of Hollister, Hollister Recreation Parks and Facility, http://www.hollister.ca.gov.

17. Neil O. Anderson and Associates, Traffic Engineering Study and Evaluation Intersection of San Juan Road and Miller Road, Hollister, California, January 2010, Lodi, California

18. Neil O. Anderson and Associates, Project Number: Addendum #1 Traffic Engineering Study and Evaluation Addendum Intersection of San Juan Road and Miller Road Hollister, California, June 28, 2010, Lodi, California

19. Neil O. Anderson and Associates, Traffic Engineering Study and Evaluation Addendum Intersection of San Juan Road n Miller Road, July 19, 2010, Lodi, California

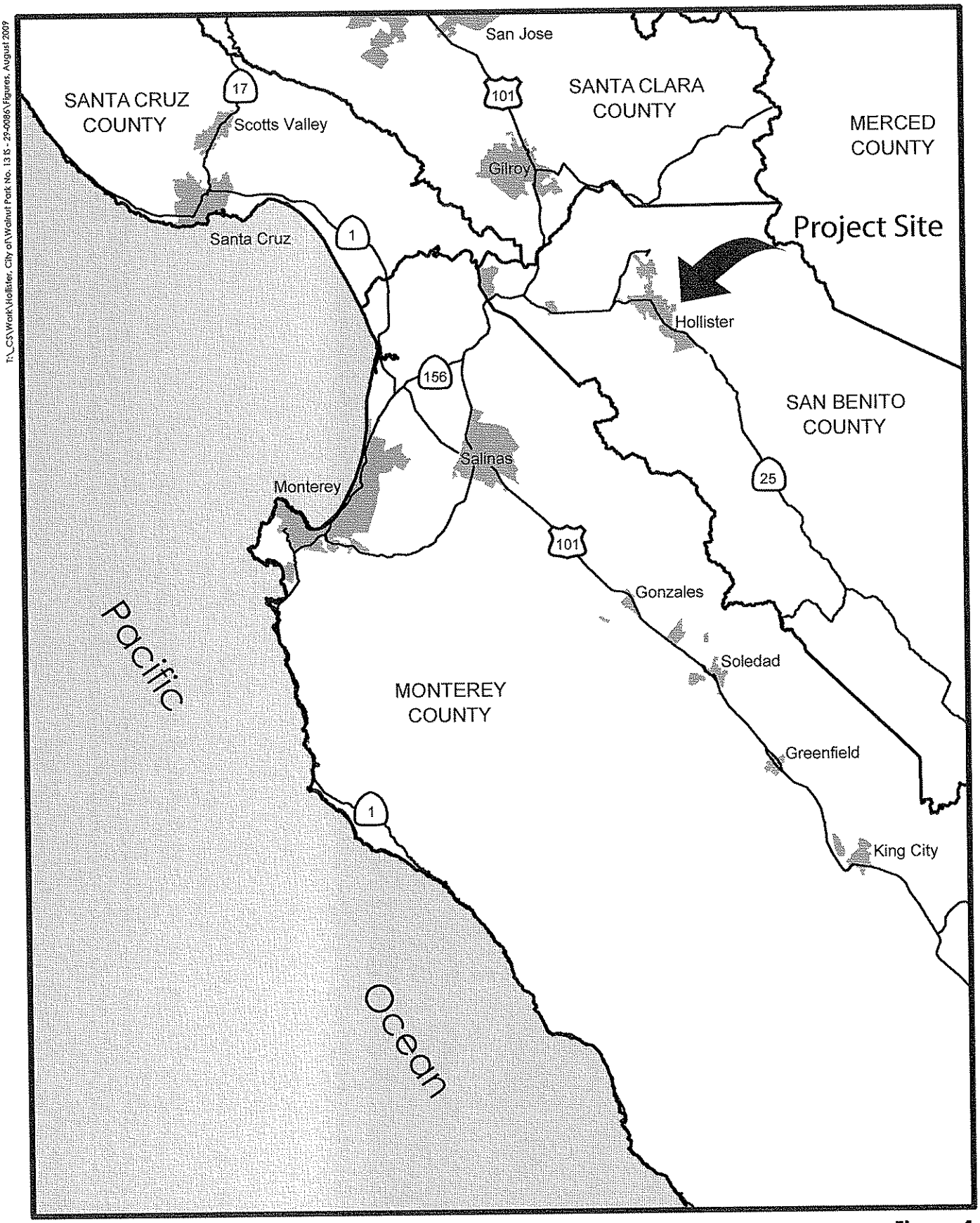
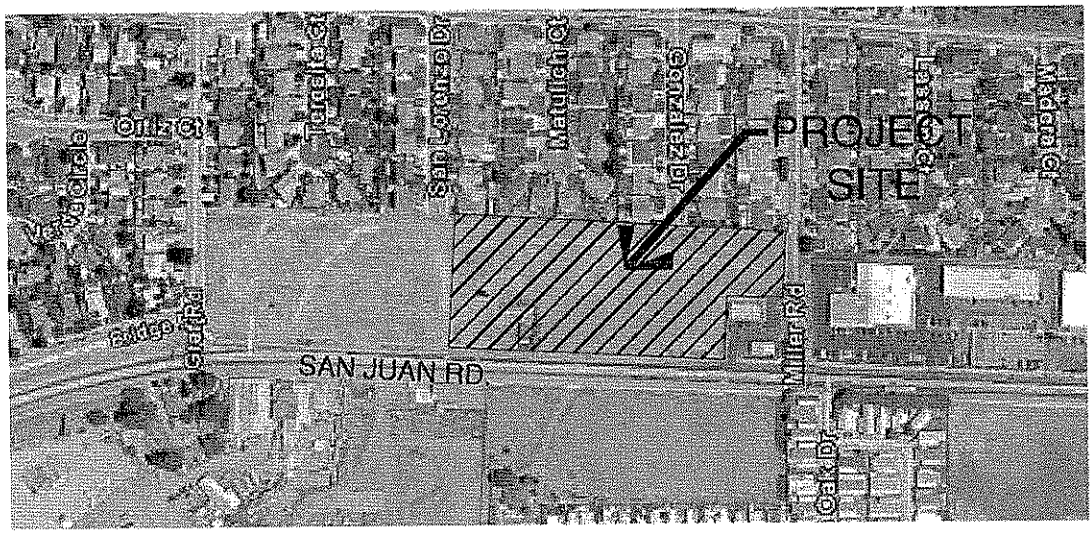


Figure 1
Regional Location

Attachment 2

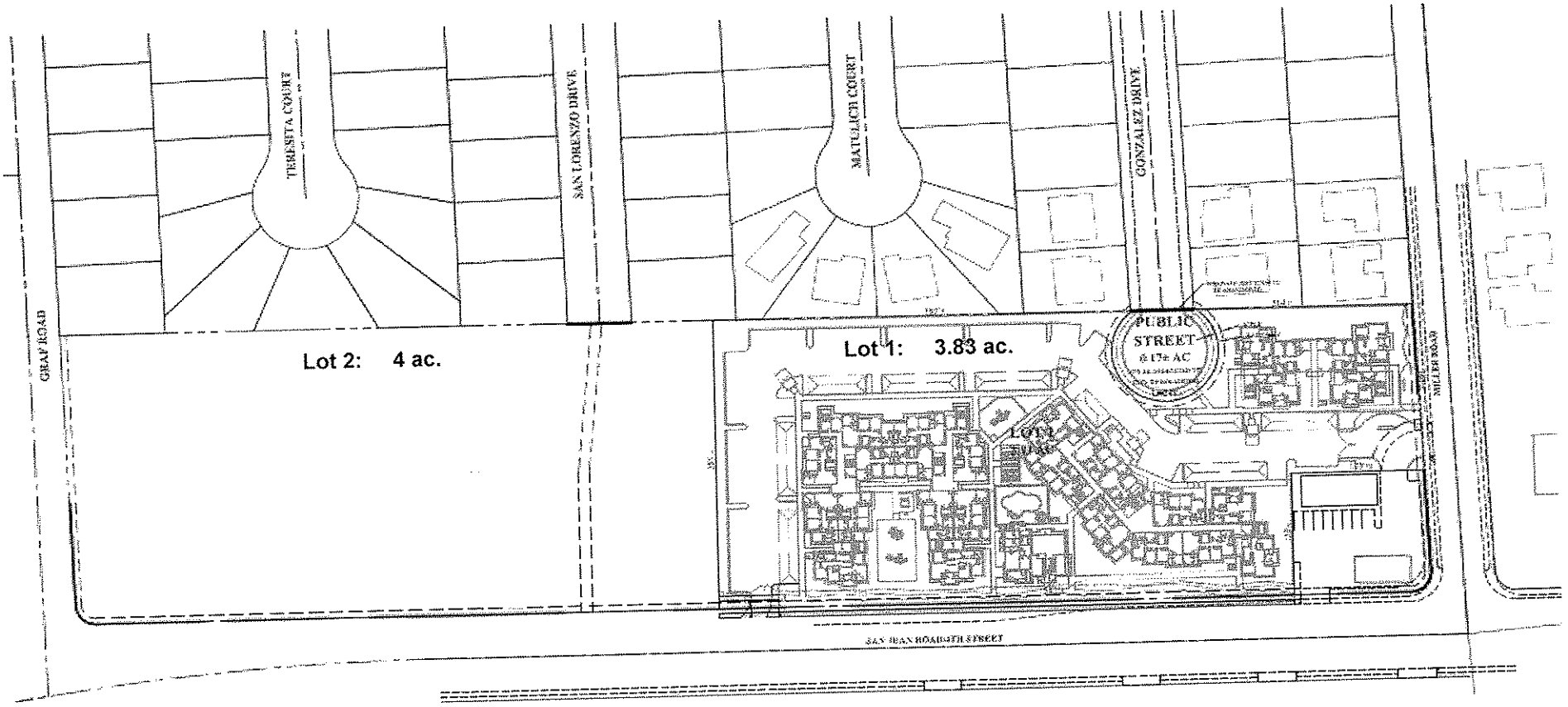


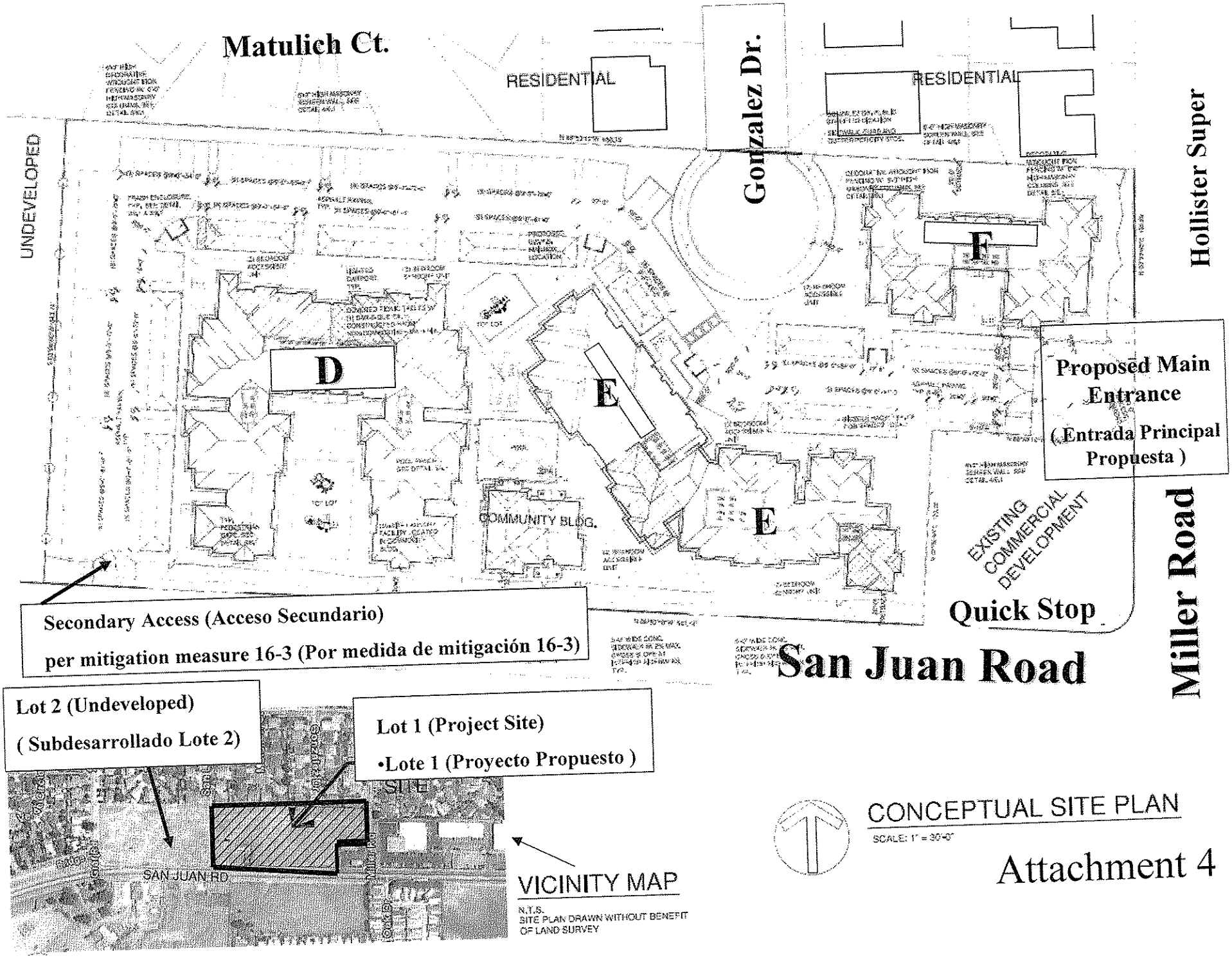
VICINITY MAP

N.T.S.
SITE PLAN DRAWN WITHOUT BENEFIT OF LAND SURVEY

Lots 1 and 2

Attachment 3

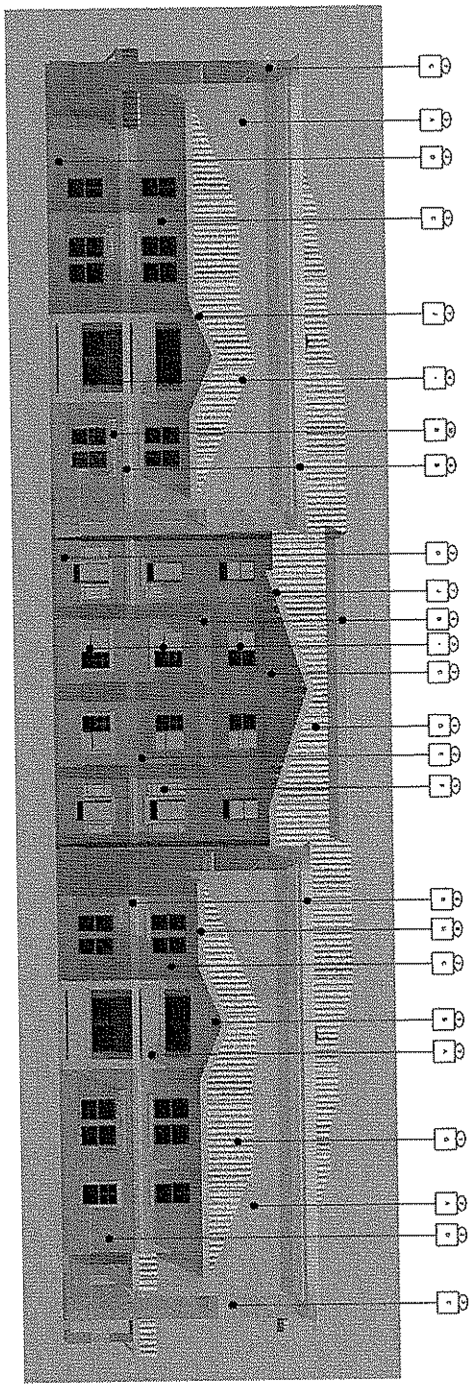




Attachment 4

Attachment 5

BUILDING TYPE D SOUTH ELEVATION

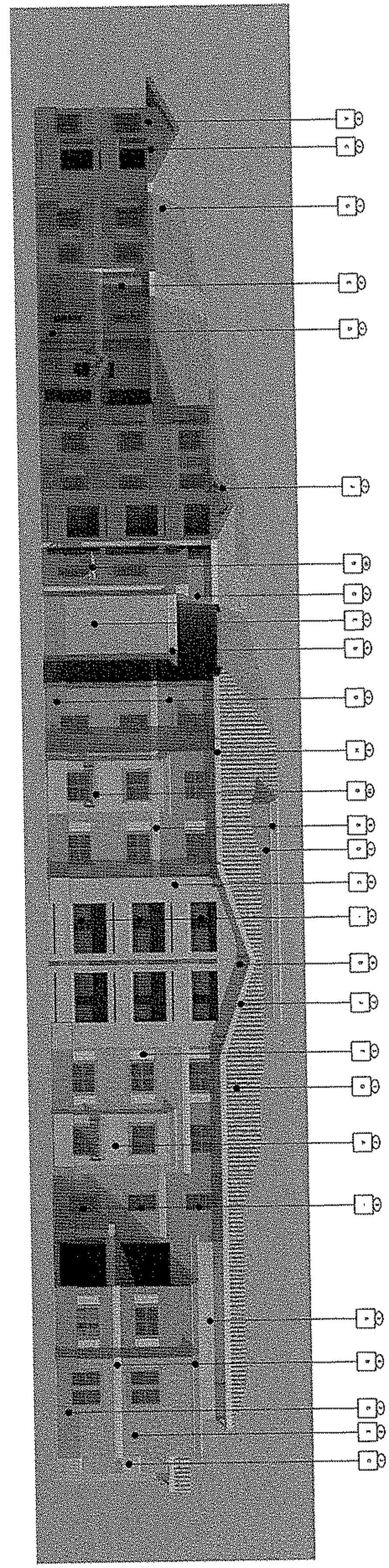


3.3D	PROJECT HOLLISTER FAMILY APARTMENTS PROJECT ADDRESS HOLLISTER, CA	Pacific West Architecture 430 E. STATE STREET, SUITE 100 EAGLE, IDAHO 83616 (208) 461-0022 fax (208) 461-2267 ALASKA · ARIZONA · CALIFORNIA · COLORADO · HAWAII · IDAHO · LOUISIANA · MONTANA · NEVADA · OREGON · SOUTH DAKOTA · UTAH · WASHINGTON · WYOMING

SCHAMATIC SET / NOT FOR CONSTRUCTION

Attachment 5

BUILDING TYPE E SOUTH ELEVATION



MATERIAL FINISHES

KEY NOTES

3.3E	PROJECT HOLLISTER FAMILY APARTMENTS PROJECT ADDRESS HOLLISTER, CA

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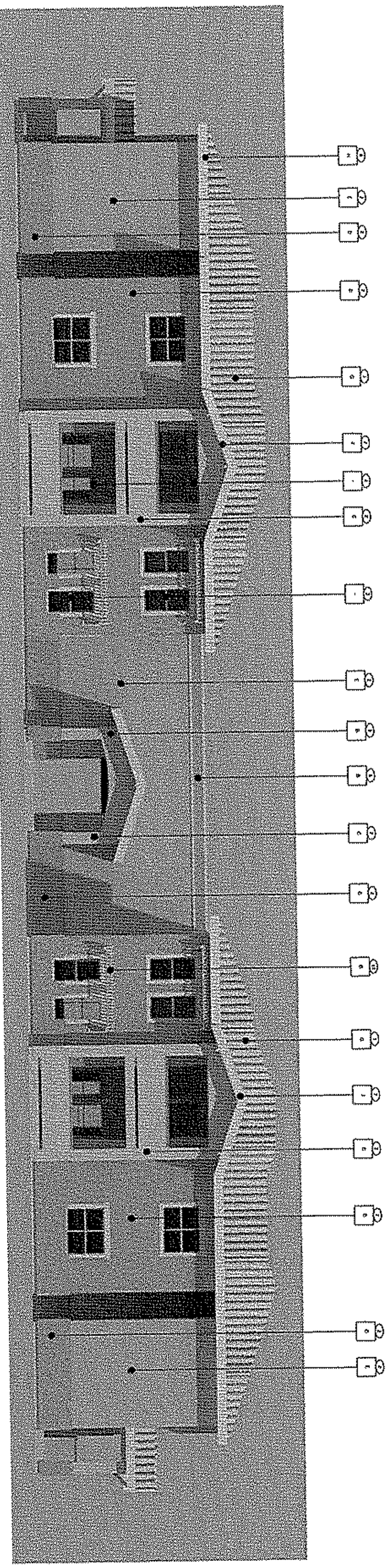
REVISIONS

SCHEMATIC SET / NOT FOR CONSTRUCTION

Attachment 5

BUILDING TYPE F SOUTH ELEVATION



3.2F

PROJECT

HOLLISTER FAMILY APARTMENTS

PROJECT ADDRESS

HOLLISTER, CA

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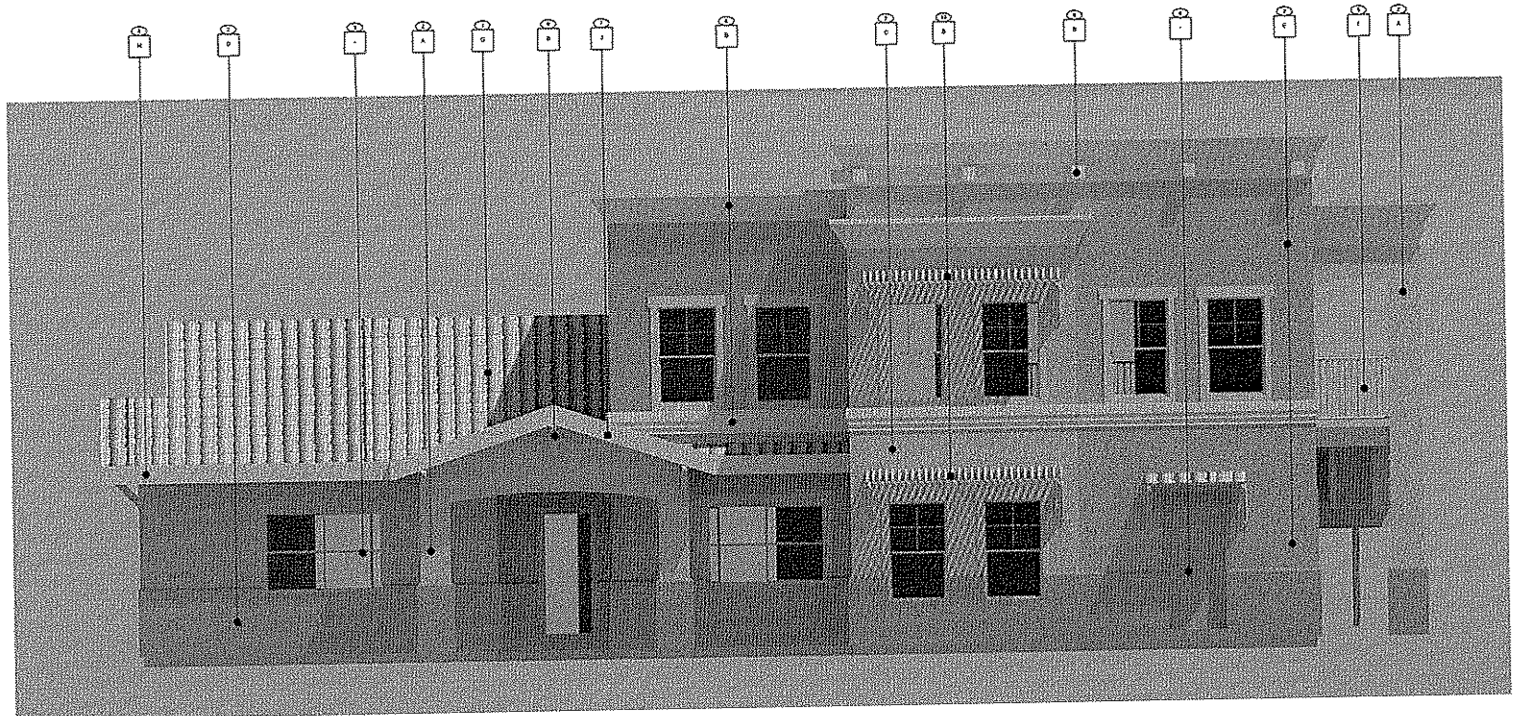
REVISIONS

SCHEMATIC SET / NOT FOR CONSTRUCTION

Attachment 5



COMMUNITY BUILDING SOUTH ELEVATION

MATERIAL FINISHES:

- A — LA HABRA CEMENT STUCCO COLOR TO MATCH SHERWIN WILLIAMS [illegible] "JUNE DAY"
- B — LA HABRA CEMENT STUCCO COLOR TO MATCH SHERWIN WILLIAMS [illegible] "MUSLIN"
- C — LA HABRA CEMENT STUCCO COLOR TO MATCH SHERWIN WILLIAMS [illegible] "[illegible] GREEN"
- D — LA HABRA CEMENT STUCCO COLOR TO MATCH SHERWIN WILLIAMS [illegible] "CHRYSANTHEMUM"
- E — LA HABRA CEMENT STUCCO COLOR TO MATCH SHERWIN WILLIAMS [illegible] "TANGERINE"
- F — PAINTED METAL RAILING, WOOD TRIM, & TRELLIS, COLOR TO MATCH SHERWIN WILLIAMS [illegible] "MUSLIN"
- G — SPANISH TILE ROOFING TO MATCH [illegible] "CALIFORNIA [illegible] BLEND"
- H — GUTTER AND DOWNSPOUT TO MATCH ALSIDE "TEAKWOOD"
- J — METAL FASCIA WRAP TO MATCH ALSIDE "ANTIQUE PARCHMENT"

KEY NOTES:

1. SPANISH TILE ROOFING, COLOR AS NOTED.
2. LA HABRA CEMENT STUCCO, ROUGH SAND TEXTURE, COLOR NOTED
3. WHITE VINYL WINDOWS.
4. DOOR PAINTED TO MATCH ADJACENT STUCCO
5. POWDER COATED METAL RAILING SYSTEM, COLOR AS NOTED.
6. BUILT-UP DECORATIVE STUCCO BAND OR [illegible], COLOR AS NOTED.
7. METAL WRAPPED FASCIA BOARD, COLOR AS NOTED.
8. INTEGRAL GUTTER, AND DOWNSPOUT ASSEMBLY, COLOR AS NOTED.
9. DECORATIVE VINYL OUTLOOKERS AND BEAMS, COLOR AS NOTED.
10. TRELLIS, COLOR AS NOTED.

NOTE:
SOFFIT (NOT SHOWN) COLOR TO MATCH ALSIDE "ANTIQUE PARCHMENT"

REVISIONS

3/25/10

DE, CB

PWH2009-24

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PROJECT

HOLLISTER FAMILY APARTMENTS

PROJECT ADDRESS

HOLLISTER, CA

3.2CB

SCHEMATIC SET / NOT FOR CONSTRUCTION